

WERDER PENINSULA ENTIRELY VACATED BY GERMAN TROOPS

Are Now Organising Strong
Bases On Oesel And
Dago Islands

DESIGNS ON REVAL

Give Military Command On
Finns Refusing To Aid
In Evacuation

RIGA RETIREMENT

Germans taking up Prepar-
ed Positions; Can't Move
Troops Elsewhere

(Reuter's Agency War Service)

Petrograd, November 1.—The Ger-
mans completely evacuated the Werder
Peninsula, after devastating the whole
area. The enemy are organising
strong bases on Oesel and Dago, with
a view to seizing Reval. This accounts
for the lull in the Baltic.

Owing to the refusal of the Finnish
authorities to co-operate in carrying
out the orders of evacuation, the Com-
mander-in-Chief on the northern front
has been given supreme control of
Petrograd, Kronstadt and the whole
of Finland.

(By wireless).—A Russian official
communicé reports: "The enemy,
at some points in the region of Riga,
are withdrawing to previously pre-
pared positions. There are no possi-
ble grounds for supposing that the
enemy can transfer troops to any
other front."

"An enemy torpedo-boat has been
sunk by two of ours at Inda Bay.
We have also burnt two steamers."

FLOOD SWEEPS DURBAN AFTER 4 MONTHS RAIN

Extensive Damage Is Caused;
Many Lives Lost; Indian
Quarter Washed Out

(Reuter's Service)

Durban, October 31.—Four months
of abnormally wet weather culminat-
ed in a rain-storm, in which 8½
inches of rain fell in 24 hours. Very
extensive damage is reported.

The Umgeni River became flood-
ed, causing much damage in Durban,
notably in the Indian quarter. The
flood was so sudden that some
Indians were drowned in their beds,
while numbers took refuge on the
roofs of the houses.

Heartrending scenes were witness-
ed as some fell off and were swept
away by the flood, exhausted. Indian
fishermen co-operated heroically
with the police, saving lives.

Nevertheless, the loss of life has
been heavy, as the thickly-populated
Springfields flats, which were princi-
pally affected, were totally sub-
merged. Considerable damage was
done to the railway and there were
numerous washaways on the main
line.

Propose U.S.-Japanese Chamber Of Commerce

Probable Result Of Visit Of
Nippon Finance Commission,
Now At Pacific Port

(Reuter's Agency War Service)

Washington, October 31.—The
Japanese Finance Commission has
arrived at a port on the Pacific. The
formation of Japanese-American
Chamber of Commerce is announced
as one of the probable results of the
mission.

The Weather

The weather is likely to improve,
with strong northerly winds. The
maximum temperature recorded yester-
day was 61.3 and the minimum
55.0, the figures for the correspond-
ing day last year being respectively
71.6 and 48.0.

As Many Submarines Lost Last Quarter As During The Whole Of Last Year

From 40 To 50 Per Cent Of Those Appearing Are
Sunk; Actual Damage Is Half Germans Claim

(Reuter's Agency War Service)

London, November 1.—Sir Eric
Geddes, First Lord of the Admiralty,
made his maiden speech in the
House of Commons, this afternoon.
It was the occasion for a long and
important statement, in which he
reviewed the naval situation.

Sir Eric Geddes said that the pre-
sent Board of Admiralty consisted of
eight naval officers and three civil-
ians, including himself and it was
intended to include an additional
Civil Lord. The Board was grouped
into two formal committees, namely,
the Operations Committee and the
Maintenance Committee.

He described their specific func-
tions. The Board of Admiralty and
the committees met at least once a
week, while other sub-committees
were formed as necessary. These
and other changes in procedure
tended to improve the organisation
and control exercised by the Board.

Strengthened Naval Staff

Special measures had been taken
to increase the power and strengthen
the control of the Naval Staff in
planning operations. A new section
had been added to the operations
side of the Naval Staff, consisting
of younger officers, with recent ex-
perience in the Grand Fleet, under
a Flag Officer who had left the
Grand Fleet to take up the position.

It was thus hoped to add to the
ripe and valuable experience of
long service indispensable to Ad-
miralty officers the latest and most
up-to-date knowledge of naval war-
fare in its ever-changing aspects.
He anticipated great advantage from
the fact that the Naval Staff would
be in increasing personal touch with
the Grand Fleet and other naval
commands.

He prefaced the quotation of cer-
tain figures by explaining and just-
ifying the transfer of men and
material from one branch of war
industry to another, whether naval,
military, or aircraft, on the ground
of concentrating their activity as
circumstances demanded.

Footing The Germans

Sir Eric Geddes next dealt with
the question of the desirability of
publishing the tonnage of British
mercantile vessels sunk owing to
enemy action. He said that the ton-
nage figures published by the enemy
led to the conclusion that the enemy
did not know what was being sunk.

Editor Of Telegraaf Knows What Gravel And Sand Used For

Gives Facts About Construction
Of Military Roads And Forts
By Germans

(Reuter's Agency War Service)

Amsterdam, November 1.—The Tele-
graaf publishes details of the utiliza-
tion of the sand and gravel which is
being transported through Dutch
waterways from Germany to Belgium.
The cobble-road from Middelkerke to
Westende has been broken up and
smoothed with sand and gravel. From
Westende, the German troops enter
their trenches.

The Germans have broken up the
tramlines everywhere in Belgium to
construct new light railways at the
front, employing deported civilians in
transporting the material. Concrete
is being manufactured between Bruges
and Ostend for the construction of pill-
boxes, while sand and gravel are used
along the coast for the construction
of aerodromes and coast defences.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Wakamatsu M. Nov. 3
Per N.Y.K. s.s. Omi Maru Nov. 5
Per N.Y.K. s.s. Kasuga M. Nov. 7
Per R.V.P. s.s. Penza Nov. 9
Per N.Y.K. s.s. Yashiro M. Nov. 10
Per N.Y.K. s.s. Chikugo M. Nov. 13
For U.S., Canada and Europe:—
Via Vancouver Nov. 10
Per P.M. s.s. Venezuela Nov. 10
Per C.M. s.s. China Nov. 10
For Europe:—
Per N.Y.K. s.s. Hirano M. Nov. 7
Per N.Y.K. s.s. Kaga M. Nov. 21

but would very much like to obtain
such information as periodic publica-
tion of these figures would afford.

He, therefore, considered that
sufficient justification existed not to
publish them. He was, however,
able to supplement Mr. Lloyd
George's information, which would
show that Britain was making rea-
sonably satisfactory progress to-
wards overcoming the submarine
menace.

The First Lord of the Admiralty
stated that, since the beginning of
the war, between forty and fifty per
cent of the enemy submarines ap-
pearing in the North Sea, Atlantic
and Arctic Oceans have been sunk
and the enemy, last quarter, lost as
many submarines as during the whole
of 1916. He asked the House, with
confidence, if it was not a satisfactory
record for the navy and mercantile
marine.

Exaggerated Claims

The Germans claimed that they
sunk 508,000 tons of shipping of all
nationalities last August. They had
sunk little more than one-third of
that amount of British tonnage and
little more than one-half of that
amount of all nationalities.

The German figures for September
claimed that they had sunk 672,000
tons, but they sunk far less than one-
third of that amount of British ship-
ping and less than one-half of that
amount of all nationalities.

Dealing with the German claim that
British tonnage is so diminishing that
there are not enough ships at sea to
enable the submarines to maintain
their bag, Sir Eric Geddes pointed out
that, last April, which was the heaviest
month of British shipping losses, trade
presumably moved satisfactorily for
the enemy. Last September, the enemy's
lowest month for sinkings, British overseas
sailings of all ships over 1,000 tons were
twenty per cent in numbers and
thirty per cent in tonnage higher than
in April.

Navy's Long Arm

"The real reason why the enemy's
harvest is poorer is because the long
arm of the British navy has reached
down into the depths. The British
losses through submarineism have
steadily decreased since April and,
latterly, that decrease has been more
marked. September was most satis-
factory and October only slightly
worse than September and thirty per
cent better than any other month
since unrestricted warfare began."

Six Million Tons to Be American Shipbuilding Program During 1918

Will Require Every Ounce Of
Energy; To Complete Million
Tons By March

(Reuter's Agency War Service)

Washington, October 31.—Mr.
Hurley, the chairman of the Ship-
ping Board, addressing a meeting of
shipbuilders, Government officials
and Labor representatives which has
been convened to discuss the accelera-
tion of shipbuilding, said that the
American shipbuilders would be able
to complete 1,000,000 tons of ship-
ping by March 1. They meant to
build 6,000,000 deadweight tons in
1918. This was an abnormal task,
requiring every ounce of energy.

VON HERTLING REFUSES OFFICE OF CHANCELLOR

On Consideration, Changes De-
cision Owing To Objections
Of Left Party

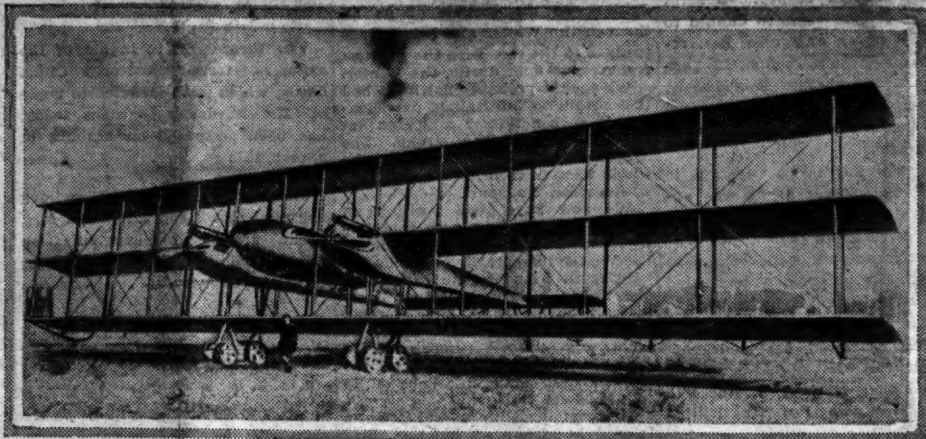
(Reuter's Agency War Service)

Amsterdam, November 1.—The
Weser Zeitung states that Count von
Hertling has reconsidered his deci-
sion and has now refused the post of
Imperial Chancellor, owing to ob-
jections from the Left Party.

PARCEL MAILS LOST

(Reuter's Agency War Service)
London, November 1.—The Post
Office announces that parcel mails
dated Cyprus, October 3 and Malta,
October 15, have been lost through
enemy action.

First Photo of New Italian Plane Carrying 25 Persons



First photograph of the marvel-
lous new Italian triplane, the most
powerful bombing and gun-carrying
aeroplane ever built. It is equipped
with three 700 horsepower motors
and three propeller blades, two in
front and one behind, any of which
can keep the machine aloft when
the two are disabled.

Smaller types of this plane have

been received in America and are
in use at American aviation camps.
One of them recently started from
the aviation camp near Norfolk, Va.,
and, carrying fifteen passengers, re-
mained in the air six hours. The
passengers with Capt. Rinaldi, who
drove the machine, say that the plane
did not rock as much as an auto
rounding curves on a country road.

The Caproni triplane, shown in
the above photo, has 700 horsepower
Fiat motors.

This machine carries 4,400 pounds,
which permits carrying enough fuel
for six hours, a crew of three people,
three guns and 2,750 pounds of
bombs. It has a speed of 80 miles
an hour and climbs 3,250 feet in
thirteen minutes.

RAIDS IN WEST KEEP THE GERMANS WORRIED

British And French Alike Suc-
cessful; Artillery Maintains
Destructive Battering

(Reuter's Agency War Service)

London, November 1.—Field Mar-
shal Sir Douglas Haig reported yester-
day evening: On Tuesday, we
took 191 prisoners, including three
officers, northward of the Ypres to
Roulers railway. There was local
fighting today in the neighborhood
of the Ypres to Staden railway, in
which we slightly improved our line.
This afternoon, the 10th Stafford-
shire carried out a successful raid,
north-eastward of Leos. Besides in-
flicting other losses on the enemy,
they took 40 prisoners. Our casual-
ties were light.

Our artillery was active on the
battleground and carried out a num-
ber of destructive bombardments on
hostile positions and batteries. Our
bombing squadrons, during the night,
dropped two tons of explosives on
the stations at Roulers and Ingel-
munster and moving trains and
barracks.

Our machines attacked the steel-
works and station at Volkelingen, in
Germany, with excellent results,
obtaining direct hits on a furnace,
power-house and train. The weather
was brilliantly fine at the outset, but
turned later to rain and snow. One
machine did not return.

Sir Douglas Haig reported this after-
noon: There was hostile artillery
work, during the night, eastward and
westward of Ypres. Our fire dis-
persed a concentration of the enemy
in the neighborhood of Passchendaele.

Paris, November 1.—The official
communiqué issued this afternoon
reported:—We raided the German
lines in the direction of Berthel-
court, south-east of St. Quentin, in
the sector of Souain in the Cham-
pagne, in the region of Bolande in
the Argonne and north of Flirey in
Woevre. We took 40 prisoners and
inflicted serious losses on the enemy.

NORWEGIANS PROTEST AT CONVOY'S SINKING

Call Berlin's Attention To The
Destruction Of Ships Car-
rying No Contraband

(Reuter's Agency War Service)

Christiania, November 1.—The
Norwegian Government has strongly
protested to Germany concerning
the sinking of the convoy between
Norway and the Shetlands, on Wed-
nesday, October 17. It reminds Ger-
many of its former protests and says
that the continued sinking of neutral
ships carrying no contraband and the
disregard of the fate of the crews
has created deep indignation among
the people of Norway.

SEAMEN'S WAGES BOARD

(Reuter's Agency War Service)
London, November 1.—The Press
Bureau announces that the National
Board on Seamen's Wages, men-
tioned on October 4, has now been
established. The Shipping Control-
ler has been appointed chairman.

U. S. Postal Rate Raised to 3 Cts.

Mr. Everett, the United States
Postal Agent here, has received
instructions that, as from yester-
day, all first-class mail matter
shall be charged postage at the
rate of three cents for each
ounce or fraction thereof, instead
of two cents as formerly and all
drop-letters (local delivery) two
cents per ounce or fraction there-
of. This includes delivery at
letter-carrier offices, which affects
Shanghai. Postal cards will be
mailed at two cents each, instead
of the previous charge of one
cent.

It is pointed out that all first-
class matter mailed under the
rate of two cents an ounce or
fraction thereof will be held for
postage at the point of destina-
tion, thus causing delay in its
delivery while tax notices are
sent out.

Japanese More Than Treble Gold Reserve Since Entering War

Success Of New Standard Due
To Forcing China To Pay
Indemnity In Gold

(Reuter's Pacific Service to The China Press)

Tokio, November 2.—The twen-
tieth anniversary of the adoption of
the gold standard was celebrated,
yesterday, at the Bankers' Club, by
prominent bankers, members of the
Cabinet and influential men in busi-
ness circles. Marquis Maekawa
was the principal guest, as the chief
promoter of the gold standard.

All the speeches were in eulogy of
the bold and wise policy carried out
in the adoption of the new stand-
ards of currency, despite the many
difficulties confronting it, which
were thought at the time by many
people to be insurmountable and too
risky.

Baron Sakatani, Minister of Finance
from 1906 to 1908, pointed out
that, among the principal causes
facilitating the success of the new
system, was the receipt of the in-
demnities from China, which China
was made to pay in gold. He fur-
ther stated that Japan had suffered
a loss of only seven per cent in re-
placing the silver standard by gold.

The Minister of Finance emphasised
the great increase in gold since
the war, saying that the gold re-
serve of the Bank of Japan, which
was Yen 130,000,000 when the war
broke out, had increased to Yen
387,000,000 and now stands at
Yen 460,000,000.

All the speakers agreed concern-
ing the necessity of turning the new
situation to the best advantage, by
carefully guarding against tendencies
to be carried away by over-optimism.

Select Senor Maura
As Spanish Premier
(Reuter's Agency War Service)
Madrid, October 31.—Senor Maura
has been asked to form a Cabinet.

17 ARRESTS EFFECTED ON HAMILTON MURDER

Searching For Suspects, French
Police Discover Miniature
Arsenal And Bank

Seventeen arrests were made yester-
day, in two separate raids in
Frenchtown, by the police authorities,
in connection with the shooting of the
late Sergeant Con Hamilton. More
than 50 bombs, three Browning
pistols, about three hundred rounds of
ammunition and some six hundred
dollars cash were found in one of the
places searched.

Assistant Chief of Police G. A. J. J.
Detective Sergeant P. Alfonsi and
several Chinese detectives conducted a
search at 51 Pao Kong Alleyway,
Avenue Joffre, in the morning and
effected the arrest of eleven suspects
on the premises. In the afternoon,
Captain Schmidt, Mr. Xavier and a
few Chinese constables searched pre-
mises No. 16 Sin Ming Alleyway, Rue
Paul Beau and took six more into
custody, including a woman. It was
at the latter raid that the explosives,
weapons and money were found.

Beersheba Is Captured With 1,800 Prisoners

Surrounded By British, Turks
Make Desperate But In-
effective Resistance

(Reuter's Agency War Service)

London, November 1.—An official
despatch from Egypt reports: After
a night march, we attacked Beersheba,
yesterday morning. While
our infantry attacked the western
and south-western defences of the
town, our mounted infantry made
a wide turning movement through
the desert and approached from the
east. Beersheba was occupied in
the evening, despite the determined
resistance made by the enemy.

1,800 prisoners and nine guns
were captured at Beersheba. The
British losses were slight in com-
parison with the results.

\$5,000,000 Damage To Baltimore Piers

Disaster Is Attributed To An
Incendary; One Arrest
Made By Police

(Reuter's Agency War Service)

Washington, October 31.—Two
railway piers in Baltimore have been
destroyed by fire, the damage being
estimated at Gold \$5,000,000. In-
cendiarism is suspected. One arrest
has been made.

Scandinavian Kings Arrange For Meeting

(Reuter's Agency War Service)
Copenhagen, November 1.—King
Gustav of Sweden will visit King
Christian, next week.

OUTFLANKED AND CUT OFF, 60,000 ITALIANS GIVE IN

Austro-German Captures In-
crease In Day to 180,000
Men, 1,500 Guns

SMASH REARGUARD

Cadorna Reports Withdraw-
al To Tagliamento Line
Nearly Complete

SEEK U. S. HELP

Ambassador Discusses The
Situation With Secre-
tary Lansing

(Reuter's Agency War Service)

London, November 1.—A German
official communiqué wireless yester-
day evening reported: "There have
been successful engagements in the
Tagliamento Plain. Our prisoners have
increased to 120,000 and the guns cap-
tured to 1,000."

A German official communiqué wire-
lessed this afternoon reported: "We
stormed the bridgeheads at Dignano
and Godropo and penetrated the rear-
guard positions of the enemy east-
ward of the Lower Tagliamento. The
Austro-Hungarian forces advanced
from the Isonzo against the last of
the enemy crossing near Latisana, on
the Tagliamento, 22 miles south-south-
west of Udine."

60,000 More Prisoners
"60,000 Italians were cut off, out-
flanked and laid down their arms.
Several hundred guns were captured.
Our prisoners now total 120,000, with
1,500 guns."

Reuter's correspondent, writing from
Italian headquarters, yesterday, states
that perfect order prevails among the
Italian troops massed on their new
line of defence, where they are eager
again to meet the enemy. All the
British troops at the front were with-
drawn with the main body of the
Italian troops and are reported to have
reached safety.

Of 70 British Red Cross ambulances,
only six fell into the hands of the
enemy, while eight were disabled and
abandoned by the way.

Wanton Destruction

Mackensen's troops are wantonly
and brutally destroying Italian prop-
erty in the areas they have invaded.
This has caused the Socialist news-
paper Popolo d'Italia to demand the
confiscation of Austrian and German
property in Italy and also an exhaust-
ive search for supplies and the whole-
sale internment of aliens.

It is anticipated that aerial activity
will multiply. The Italians are more
than equal to the enemy airmen.

Apparently, one of the political ob-
jectives influencing Germany to partici-
pate in this campaign on the Isonzo
was the ever-growing restlessness of
Austria-Hungary under Prussian domi-
nation. The semi-official German
press is now booming "the greatly
strengthened Austro-German Alliance."

Withdrawal Completed
Rome, November 1.—An official
communiqué reports:—"Our troops,
eluding the enemy's plan by the
rapidity of their movements and the
resistance of the covering units,
have effected their withdrawal to the
line of the Tagliamento, despite very
difficult conditions with the 3rd
Army and it is nearly complete."

Conference With Lansing
Washington, October 31.—The Italian
Ambassador today conferred with
Secretary of State Lansing. The situa-
tion in Italy was discussed.

Confusion Disappearing
New York, November 1.—The As-
sociated Press correspondent at
Italian headquarters telegraphs that
the inevitable confusion which oc-
curred during the gigantic move-
ments of troops and material to
strong positions in the rear is dis-
appearing very quickly. He dis-
counts the view that the retreat of
the Italians was a general *saute qui*
peut and says that it was a methodical
retirement on a vast scale.

The horrors of the recent trial
have been largely compensated by
the strategic military results which

have been obtained, but which at present cannot be mentioned.

Ward Price Tells Story

London, November 1.—Mr. H. Ward Price, in a message from the Italian front, dated October 30, says: "What happened was that some troops of the left wing of the 2nd Army failed to do their duty, abandoning their positions before a very violent attack with poison-gas and new heavy batteries. 'The enemy thus drove a wedge across the Isonzo into the very heart of the Italian position, striking at the center of their whole system of organization and supply. Consequently, the whole Italian line from the Carnic Alps to the sea, a distance of sixty to seventy miles, was obliged to retire, to avoid being cut off."

"I accompanied the 3rd Army from Carso. The troops were very cheerful and its commander, the Duc d'Aosta, was calm and confident yesterday evening. His army saved most of its guns."

Regular Retirement

"The right wing of the 2nd Army also retired regularly from Sabotino and Gorizia. On the left, the 2nd Army is also falling back steadily from its mountain positions."

"The General Staff has naturally prohibited any description of the details of the retreat, but, throughout Saturday night, I saw the sky constantly and vividly lit up, followed by a roar and clouds of black smoke, telling of ammunition depots blown up, stores burnt and bridges destroyed. A rain-storm, which lasted for three hours, increased the hardships of the retreat and must have meant death to many of those wounded while covering the retreat, but it delayed the advance of the enemy. The situation is undoubtedly grave, but it cannot crush Italy."

"There were only a few casualties among the British gunners with our 12-inch artillery before the retirement. One British gun was so nearly abandoned that the gunners destroyed the breech, but it was saved with the others."

Cadorna Confident

Rome, October 31.—General Cadorna has replied to the Premier, Signor Orlando, that the country can rely on the army keeping the flag flying in honor and avenging the cry of anguish from the sacred soil of the outraged Fatherland.

Signor Orlando has telegraphed to President Wilson that Italy, indomitable in adversity, has unshaken confidence in victory.

DETERMINED AIR RAID ON LONDON IS FAILURE

Seven Groups All Beaten Off With Minor Damage; Eight Killed, 21 Injured

(Reuter's Agency War Service)

London, November 1.—Official.—The total casualties in all districts affected by the air-raid last night were eight persons killed and twenty-one injured. The material damage was very slight.

No naval, military or munitions establishments were injured. All our machines returned safely.

Hostile aircraft determinedly and repeatedly attacked London last night. The first group crossed the coast of Kent at 10.45 p.m., proceeding in the direction of London, but did not penetrate far before it turned eastward and dropped its bombs on various places in the vicinity of the coast.

Meanwhile, two more groups of enemy machines were steering towards London along the south bank of the Thames. Low thin clouds rendered observation difficult. Nevertheless, the altitude of the raiders was calculated and they were broken up by our barrage over the south-eastern outskirts of London, where bombs were dropped.

The fourth group, coming along the Thames Estuary, was turned back half-way to London.

Meanwhile, a fifth group crossed the coast of Essex at 12.15 a.m. and steered towards London along the north bank of the Thames. Our outer defences turned this formation back, but some one or more machines penetrated the south-east of London and dropped bombs. Meanwhile, one or more machines were bombing the south-western outskirts.

Our gunfire dispersed a seventh group before it reached the outer defences of London. Individual raiders attacked the coast of Kent between midnight and 1.30 a.m. Each group consisted of three or four machines, the total of the raiders being about 30. Only three machines penetrated to the heart of London. Our gunfire harassed the raiders and our aircraft also attacked them.

It is believed that the casualties and damage arising from these raids are light, considering the nature of the attack.

Another message says: London experienced a prolonged moonlight raid during the small hours of the morning. Distant gunfire was heard, which, shortly after the warning that the air-raid was coming, quickly swelled to a vigorous cannonade, which lasted, intermittently, for some two hours.

People sought shelter in a very orderly manner. Up to the present, no reports of damage or casualties have been received. The sky was covered with low, fleecy clouds.

CHEN PING-KUN AGREES TO PEACE IN CANTON

Concurs with Foreign Ministers' Request Not To Precipitate Fighting In City

Tuchun Chen Ping-kun of Kwangtung has consented to retire peacefully, following the advice of the Consuls in Canton. It is reported. He has warned his Kwangsi troops not to precipitate any disturbance and has telegraphed Inspector-General Lu Yung-ting to come to Canton to maintain order and also has requested the Acting Tuchun, Li Yao-hon, to accept his post immediately. He is making preparations to march the Kwangsi troops back to their own province.

Governor Li, in a telegram to Peking, stated that as he was appointed Civil Governor through the effort of Tuchun Chen, he feels hesitant in accepting the office. In response, the government instructed Li to arrest Chen if he refuses to yield his post.

Inspector-General Lu is leaving Wuchow for Canton. Although he declares that he is going there to control the Kwangsi soldiers, Peking expects further complications and is very pessimistic about the situation. The Diplomatic Corps has jointly, in a note to the Ministry of Foreign Affairs, reminded China that Canton cannot be used as a scene for armed conflict.

Official reports say that the Szechuenese have occupied Tzeliutain as well as Tehlingchang, the first stronghold of Luchow, being only seven miles from the city proper. It is reported that Tuchun Tang Chi-yao of Yunnan is contemplating ordering his troops in Szechuen to suspend fighting and call for a peace conference.

Tuchun Fu Liang-tao of Hunan reports that he is temporarily suspending fighting against the rebels as he feels that the two divisions of Pelyang men under him are unable to handle the heavy reinforcements from the two Kwang provinces. The government has ordered the re-inforcements from the various provinces to hurry to the fighting zone.

Chang Tso-lin, Tuchun of Fengtien, has organized a punitive force against Kirin with Sung Li-chien as commander-in-chief. Pei Chi-hsun, commanding the advanced guards of Tuchun Meng En-yuan, is in full preparation for hostile operations against the Fengtien forces. The proposals of Chen Wen-yun, the emissary of President Feng, are to effect amicable settlement by appointing Pei commander of the 23rd division, an office heretofore held by Meng and allowing Meng to conclude all his unfinished affairs before giving up his duties. The newly-appointed Tuchun, Tien Chung-yu, will not accept the office, but will be transferred to some other position. Chen will probably succeed Meng.

Conscription of 40,000 troops has begun in the province of Chihli and is expected to be completed within three months. The new troops and the dissolved "Model Army" will form the Seventeenth Division.

BRITISH AIR-RAIDS

(Reuter's Agency War Service)

London, November 1.—The Admiralty issues the following communiqué: Naval aircraft bombed Sparappelhoek aerodrome, yesterday. Clouds made the results difficult to observe. We carried out many offensive patrols and shot down an enemy machine. All ours returned.

Our air-service on Monday night raided the aerodromes at Sparappelhoek and Varsenaere. The visibility was excellent and our shooting accurate. All our machines returned.



DRY BATTERIES
THAT KEEP DRY



COLUMBIA BATTERIES

have been specially re-designed to meet the peculiar moisture conditions of the China Coast.

ABSOLUTELY MOISTURE-PROOF.

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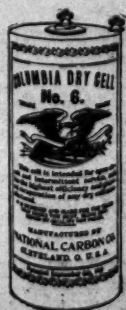
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WESTERN FRONT STILL OF FIRST IMPORTANCE

Col. Repington Sees In Italian Sensation Effort To Tempt Allies From Flanders

(Reuter's Agency War Service)

London, November 1.—The military correspondent of The Times writes:—The season is approaching when operations in France and Flanders usually die down, as in the Alps, but there is nothing to prevent fighting on the Italian plains all through the Winter and it is an advantage to the side with the greatest resources to fight during the Winter. We should probably not have had the advantage of Italian participation in such a Winter campaign but for the last German stroke. The Allies can aid each other on the whole western front, including Italy, without sea transport.

We now have good positions in France and Flanders, with superiority in men and guns there and, while the Winter temporarily suspends the fighting in Flanders, we can, without undue risk, make things lively in Italy during the Winter, forcing the pace with important forces of troops and ships, for more can be done in naval operations in the Adriatic than has been attempted up to the present.

Our confidence in General Cadorna is entirely unchanged, but the Allied governments, before deeply engaging themselves, must make sure that the new Italian Government will give explicit assurances that any powers which General Cadorna requires for suppressing German and other agents who have been tampering with the loyalty of his armies are to be immediately accorded him.

It must not be assumed that we propose to abandon the campaign in the west. The Italian sector must remain subordinate and secondary. There are only a few German Divisions there and one reason for their presence is to tempt us to relax our grip in Flanders. We need not, therefore, alter our determination to pursue our plans in France and Flanders to their logical conclusion at the right moment.

Liang Shih-yi Only In Japan for Health

Optimistic Over Chinese Situation, Expecting Complete Understanding Soon

Reuter's Pacific Service in The China Press

Tokio, November 2.—Liang Shih-yi informed a press representative at Nagasaki that his visit to Japan is entirely personal and for the sake of his health. He anticipated great pleasure in meeting prominent men in Japan.

Asked concerning the present situation in China, he said that he had no fear of grave consequences, being confident that the North and South would finally come to a complete understanding. China was now in a period of transition, which would not doubt be successfully tided over before long.

He expected to stay in Japan for two months, most of which would be spent at the hot springs.

Chen Ping-kun Will Retire for Cantonese

Li Yao-hon Not Ambitious And Chen Pi-kwan Declines Military Governorship

Reuter's Pacific Service in The China Press

Canton, November 1.—General Chen Ping-kun will leave his office in favor of a Cantonese. Li Yao-hon will not force his way to the post of Military Governor.

Inspector-General Lu Yung-ting has arrived at Wuchow. A deputation of leading Cantonese, headed by General Chen Ping-kun, invited Admiral Chen Pi-kwan to assume the post of Military Governor, but he declined to accept.

News Briefs

Three Chinese charged with being in possession of 62 rounds of pistol ammunition appeared in the Mixed Court and were remanded pending further investigation.

Convicted on the charge of arson, three Chinese, Tsau Tsang-ling, Tsang Tsen-ying and Koo San-yun, were given sentences of 2½ years, 2 years and 1 year in prison respectively by Assessor Perkins and Magistrate Wong in the Mixed Court Thursday.

The three-day fête in aid of the sufferers from the North China floods, which was scheduled to begin at Mr. Hardoon's gardens today, has been postponed on account of unfavorable weather.

Mr. A. D. Brent, of the Hongkong and Shanghai Bank, who, with Mrs. Brent, arrived in Shanghai from England on Wednesday, left for Tsingtao yesterday.

A woman was slightly wounded in the face by a revolver bullet during an attempted armed robbery in a dwelling house at 891 North Soochow Road Thursday night. There were five men in the gang, three armed with revolvers and one with a knife. They fled, one man firing his pistol, when the inmates raised an alarm. A bold daylight raid was made by six armed men at noon yesterday in a dwelling at 1009 Balkal Road. They held up the occupants and escaped with jewelry and clothing valued at \$150, after firing two shots. No arrests were made.

A Chinese was sentenced to three years imprisonment and expulsion in the Mixed Court yesterday for a burglary committed at 156 Tatung Road on October 26. The accused, in company with another man not captured, chloroformed a woman in the place and stole a considerable quantity of property, including some jewelry.

Baron G. Hayashi, the Japanese Ambassador, called on Chang Kuokan, Minister of Agriculture and Commerce, yesterday, to discuss the development of the Fungwangsan iron mines, Kiangsu, with Japanese capital, as one of the stipulations of the agreement of the proposed Sino-Japanese Arms Alliance.

Forty-five members of the National Council had arrived at Peking by yesterday noon. The two Kwang

provinces, Yunnan, Shantung, Chekiang, Anhui, Tibet and Kirin have not yet signified their intention to send representatives. Although the inauguration of the council takes place a week from today, it is not expected to perform its duties till a week later.

A memorial service will be held in honor of General Tsai Ao, tomorrow, at the Kiangsi Guild, Peking, upon the first anniversary of his death.

An attempt on the life of Xung Tao-yi, commander of the Wosung Forts, through jealousy among the local military authorities, is reported. The assassin failed to take the life of the officer and was arrested. A secret trial resulted in the implication of two of the best-known military officers in town, who wished to replace their chief, with another officer, whom Xung's subordinates refused to recognize. The assassin was to be paid \$10,000 if he was successful.

Mrs. T. C. Chu, nee Miss Wu Ping-hsia, formerly editor of the Chinese Student Monthly in the United States, will address the first social meeting in honor of the new members of the World's Chinese Students Federation, at the Association building, 51 Bubbling Well Road, this evening, at 8 o'clock. Music will be rendered by Miss S. Alice Sun, an American college graduate. There will be sleight-of-hand entertainments as well and the screening of a film produced by the Commercial Press. The campaign for new members is not yet concluded, but Messrs. Y. C. Tong and Li Tung-hui are leading the canvassers.

The Chinese Y. M. C. A. will give an entertainment to its members this evening at 8 o'clock. The lengthy film known as the "Fingerprint" will be screened and Mr. Han Ching-wen's troupe of magicians will perform. Admission is by ticket only.

Strict secrecy must be observed in all messages pertaining to the warfare in Hunan, Kwangtung and Kwangsi, by all telegraphic operators, according to instructions received by Managing Director Chow Wang-peng of the Chinese Telegraphic Administration, from the Ministry of Communications, yesterday.

Twelve rifles, four bayonets and four old-fashioned Chinese swords and spears were found during the inventory at the local German Consulate. They have been handed over to the Defence Commissioner, General Lu Yung-hsian, for safe keeping.

Two big junks, laden with 350 piculs of rice, were overturned by the strong gale yesterday morning at the Lungshu Point and the entire stock had to be abandoned. No lives were lost, as the loads were all rescued by passing vessels.

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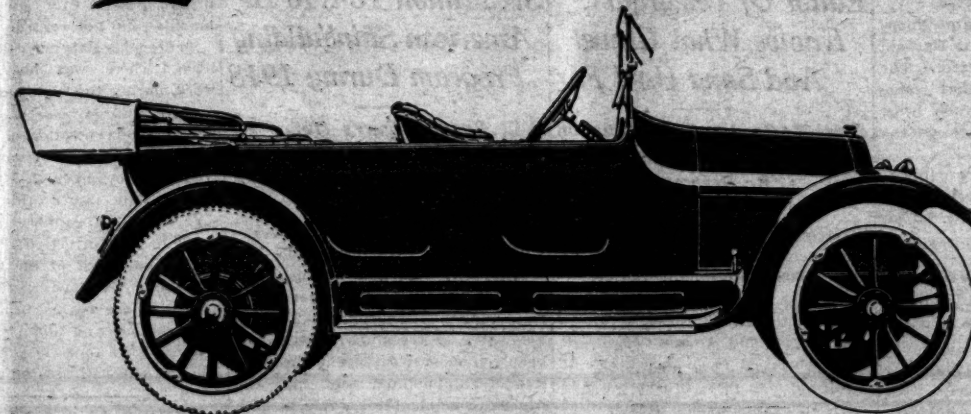
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U.S. SOLDIERS RUN WAR ZONE TRAINS

German Aviator Fires On One Crew With Machine-Gun—Experiences Thrill

COOLIES THE LABORERS

Chinese Do Manual Work While Americans Only Operate Trains

By Julius B. Wood

American Field Headquarters in France, Sept. 21.—Thrilling experiences are coming nightly to the regiment of American engineers now operating trains in the war zone. At present there are double crews made up of Frenchmen and Americans. Later there will be only a French pilot and interpreter and finally the trains will be operated solely by Americans.

One train last night was the intended prey of a German aeroplane. Swooping low, the airman dropped four bombs, the nearest falling within 100 yards of the train, which drove ahead, before the darkness of the night, finding that he could not stop the train by means of bombs, the German pilot dropped lower, and every time the fire box was opened, spreading a glow in the darkness of the war belt, he peppered away with his machine-gun.

The rain of bullets from the hawk-like aeroplane at last grew too accurate and, stopping the train, the crew took refuge under the water tender. They waited there forty minutes until the human bird of prey gave up his efforts.

III Man Object To Being Left

The road being operated is a main line which branches in three directions when it nears the trenches. Illness among the engineers has been trifling, only one serious case having occurred, and this was an operation, for appendicitis, the patient being tested vigorously at being left in a hospital in the nearest big city when his companions departed for active duty.

"Some fine morning one of the crews will come in with a German aviator tied to the firebox," declared a bald headed engineer. All have the same fine spirit. They are as brave as soldiers and more confident of victory than some of the regulars. It is a novel sight to see an engineer leaning out of his cab window with his head capped by a steel helmet and his hands busily shoveling coal and sweating under his heavy headpiece. The brakemen and conductors are also ununiformed, like soldiers and carry rifles. The only clothing worn that is not part of the uniform are the overalls and jumpers of the engine crews.

"It is as fine a looking bunch of men as I have seen in France," commented an experienced army officer. **Changed Since Leaving Home**

The men have been accorded a great honor by the French in being made a part of their veteran army and entrusted with one of the most vital of their front communication lines. They have changed a lot since the days they trained at home. They have marched before point-blank, have slept on the floors of box cars and have been welcomed with open arms by the impulsive French. A few short weeks have hardened them into veterans.

I saw the last battalion take a train at 1 o'clock yesterday morning, cheering, laughing and joking as they were pulling out of the city where they had lived for a month, to go to their permanent stations on the line. I saw them again pulling in at noon almost twelve hours later, for in an automobile I had beaten them there. There was no complaining at the all night ride. They were the same cheerful, quiet, businesslike men anxious to get to work, face dangers and to accomplish something in winning the great war.

Equal To The Trench Heroes

These men of the locomotive oil can, shovel and brake are as much heroes as the soldiers who go into the trenches. They face not only the dangers of the rail but the added ones of war. Daily danger is an old story with them and they are probably cooler under fire than the men who do the actual fighting. Most of them are men of mature experience and the pick of the physically, of American railroaders.

There is not a weakling in the whole outfit. I spoke to a young fellow busily loading a truck. A few months ago I called on him at the University club in Chicago. The men may belong to all grades and all classes at home, but here they must all measure up to the same standard in strength and esprit de corps.

The colonel who organized the regiment was promoted to a higher rank in the engineering forces in France and this possibly accounts for the post of honor it has received. One other regular army officer and the supply officer, who formerly was an alderman, are the only officers not railroad men. They were, with these exceptions, all recruited from the great American railroads. The men are not only facing danger but they are making financial as well as personal sacrifices. Men who easily draw from \$150 to \$250 a month are receiving the pay of soldiers and non-commissioned officers. Half of the men have sent home all the money they have been paid except a few francs necessary for their smokes and laundry.

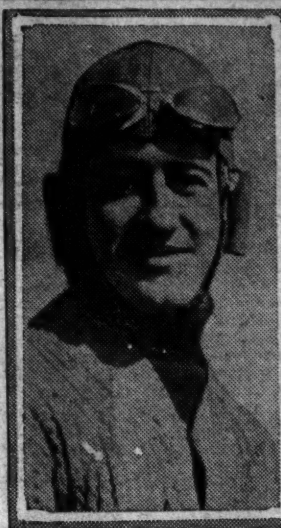
Get No Tobacco But Want It

Incidentally the men need tobacco. They are a part of the French army, but army clothing and medical supplies they draw from the American army. Tobacco and similar supplies are not on the quarter-master's list, or on the list of the many volunteer smoke distributions. On account of their rapid movements few letters have caught up with them and no newspapers have been received.

The French are eager to assist in every way. The men are picking up the language rapidly and now know enough of it to operate the trains. They will do only operating work and hundreds of Chinese coolies are doing the manual labor. Ultimately the Americans expect to operate with half the number of men the French use as crews. They are now replacing them, man for man, until they get the run of the system. The roadbed is said to be in as good condition as that of any road in the United States and better than most of them. The engines are of a type of construction different from that of the locomotives at home. Many are old models, but they are in fairly good order.

The French officers were in the midst of their dinner when I drove to the camp where their headquarters

Bragg Breaks U. S. Altitude Records



CALEB BRAGG.

Caleb Bragg, one of the aviators at the Military Aviation School at Hempstead, Long Island, who broke the altitude record of the United States when he rose to a height of 22,000 feet and returned to the camp in about one hour. Thousands of persons watched the flight, many following him with field glasses after he had become no longer visible to the naked eye. Weather conditions were ideal. Bragg was timed from the moment that he left the field.

It was a typical army-railroad city, with long strings of locomotives "pastured" on the tracks. There were big frame barracks, bombproofs for the protection of aeroplanes, a big field hospital and a little cemetery far upon a shaded hillside. In the yards American orders were being shouted just as in any yard in Chicago. Coolies off duty had scoured themselves clean and were trying to crowd into every picture. American and French soldiers and trainmen were around the barracks. One heard the humming of scout aeroplanes overhead and the boom of guns not far distant.

Toasted By French Officers

"Here is to our American and British comrades [one of the latter was there] who have come to help us!" was the toast proposed by a French commander.

"Here is hoping we will run trains into Berlin before Christmas," replied an American officer. Everybody shouted vivas; the French for the Americans and the Americans for the French, as the toast disappeared.

The section of the road which the Americans are operating is sixty miles long. On account of the situation it is a big task and no comparison can be made between the number of men operating it and those operating an equal mileage at home. Barracks are scattered at different points along the line. The standard American crew system of "first in, first out," is followed.

There is much home sentiment among the boys. Nightly they have out "Casey Jones" to the accompaniment of the piano, which they brought along, but Casey Jones never saw anything on the Salt Lake line dodging a murderous aeroplane. In the midst of a band concert may come a bombproof drill, for they want the men to be ready. The band is a development of the situation. The officers subscribed money for the instruments and enough material was found in the ranks of the railroaders to make a band.

One American Grave Thus Far

In the cemetery on the hill in the midst of the graves of French soldiers is the single grave of a young American. One railroad man deciphered the name on the little aluminum plate on the wooden cross the first day. Now pensives grow on the grave. The inscription under a circular tin piece with the tri-color of France, the distinctive mark of a soldiers grave, reads:

"John Newlin, Ambulance Company American, Decde Aug. 18, 1917."

Who knows how many more Americans will rest in the same little cemetery?

ALL EQUAL UNDER WAR RISK

Dependents Of Officers And Men Would Share Alike

Washington, September 13.—The same compensation for dependents of officers or enlisted men in death and disability cases was provided in an amendment to the Soldiers' and Sailors' Insurance Bill, adopted today by the House over the protest of the committee in charge of the measure. The bill also was amended to increase compensations for all dependents about 15 per cent. The new rates a month adopted were:

Widow, \$36; one child, \$45; two children, \$52.50, and an additional \$5 for each child up to four.

One motherless child, \$20; two, \$35; three, \$45, and \$10 additional for each child up to five.

A widowed mother would receive \$30 a month and no family allowance would exceed \$75 a month. Under the original draft of the bill the compensation for officers' dependents might go as high as \$200 a month.

The change in the measure was received with great enthusiasm by every member on the floor except a few committeemen.

An amendment to provide that widows marrying soldiers or sailors within ten years after the date of injury should be entitled to the regular compensation also was adopted.

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BRITISH SUPERIOR AS AIR FIGHTERS

American In French Service Says Germans Lead As Builders, Britons As Fliers

REGARD WORK SERIOUSLY

Air Duels Avoided—One Object Is To Bring Back Information Required

London, Sept. 15.—"There's only one air service in this war and it's the British." If that sounds like a bit of British swank, why, it merely isn't.

It's the precise statement of the case which was made the other day by an American airman who has been during most of the war attached to the French air service. He knows all about the air business, has taught other men to fly and to fight and has himself a highly creditable record of bringing down Hun planes. He knows all the stars of the French service and many of the British.

In passing, it may be worth while to add that this tribute, representing as it does both America and France, stands for no excess of admiration for things British on general principles. The speaker joined the French service because he preferred France to England; he wanted to do his bit for France as directly as possible; possessed many of the musty old prejudices against England that are so effectively cultivated by the American public school text books.

"But I have to give it to the British fliers individually, and to the organization and management of their air service," he hastened to add. He paid high tribute to the German flying machines, observing repeatedly that the procession of German improvements in planes and engines moves so swiftly that the Allies are all compelled to hustle constantly to keep from being outdistanced. Whenever the French and British catch up with German construction the Germans produce something new still better.

Work With Land Forces

Equally important, he declares, the British have much the most accurate

notion of what the flying service is about. They co-ordinate it with their military operations most effectively. They have less fear of the daily report of comparative losses on both sides. They use the aircraft for certain specific purposes; when the bit of information that is wanted is accounted of more value than the chance of losing some machines, why, the British service goes after the information.

At the end of the day it may be necessary to make a report admitting that more British than German machines were lost; but what of that? The needed observation was taken, or the highly important photograph was secured.

"The British operate their service not with a view to saving their machines, not with a notion of avoiding dangers as much as possible; especially not with the idea that to lose more machines than the enemy losses is a showing of inferiority, a sign of defeat.

"The British aviators are not spoiled with laudation and heroics. They regard themselves very much as so many Tommies in the trenches do. Their business is to go up when they are told and get what they are sent for just as Tommy's business is to hang on till hell freezes when he's attacked, and to go over and never stop when he's ordered to attack. Neither one of them feels particularly enthusiastic about his job as a means to winning honors or distinction; he doesn't think much about that part of it. He attends strictly to the job.

Influence of Sporting Instinct

"It's the sporting instinct that makes these Britishers such good flying men. They're the greatest dare-devils in the business; do anything, and get away with things the Boche wouldn't think of trying. They don't look on their work as a great series of personal adventures but as part of an organized mechanism with objects a good deal bigger and more important than the interest of any one man."

"So the British don't take so much interest in the individual feats of prowess of favorite fliers. Air dueling is not the object of flying. The object is to get the information one's sent for and to get back with it."

"The British use the air service very much as a General uses his men in the trenches. When he sends a regiment over the top to cross the strip and grab the enemy's position he doesn't expect all his

men to get there, or to come back if they can't get there. There is going to be a proportion of loss, but the objective is worth the cost. It's just the same with the flying men. They are expected to lose machines and pilots; if they only keep the enemy's eyes full of dust and their own army's eyes open to what's going on they've fulfilled their mission.

"To do this they have to fight against certain odds all the time, for the German armies are awfully good and well served; rather the best armies any army possesses, I think. As soon as a flier crosses the line he must count on the great danger of being shot down by these guns as well as on the chance of

meeting an enemy in the air and having to fight him.

Disregard Losses

"Of course all this means losses, and when they've toted up at the end of the day or week or month this part of the showing may indicate that the Boche has had all the best of it.

"But if there could be pitched into the scale on the side of the British service the results gained, the value of information gained about the enemy and of information he has been prevented from gaining about our own lines, the showing of movements accurately planned because of superior information, of positions taken or ar-

tillery fire accurately placed, of soldiers' lives saved because of better intelligence about the enemy's weak places—then the showing would be a lot different.

"Suppose a set of photographs is needed by the staff showing some section of the enemy's line perhaps a considerable distance back of the front. To have those photographs may decide whether a particular move is to be undertaken and how; so the airmen are sent after 'em. Maybe two or three will be brought down and their machines smashed up; perhaps some behind the enemy's line—possibly somebody will fly for the last time. The point is that if one camera gets back with the pictures wanted the thing has been successful."



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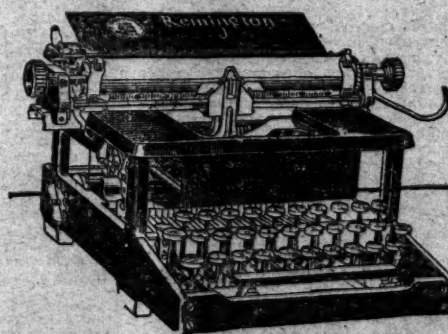
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Mixed Court Rules That Seizure Of Property By Chinese Cancelled Lease

The claim of the Shanghai Municipal Council against the German Postmaster for the current half-year's land tax on the German Post Office property was dismissed in the Mixed Court yesterday by Assessor Grant Jones and Magistrate Kwan. The case was heard last week, Mr. G. H. Wright appearing for the Council.

The Assessor in giving judgment said: "Plaintiff in this action is the Acting Secretary of the Council for the foreign community in the International Settlement at Shanghai and defendants are the German Post Office with premises situate at No. 51 Szechuen Road, being German Consular Lot 291. Plaintiff prays an order that defendants pay to him the sum of 118,381.46 being the municipal land tax in respect of the said lot for the half-year ending December 31, 1917.

"At the hearing a correspondence was read which had been exchanged between the Acting Secretary and the Consul-General for the Netherlands in charge of German interests, in which the defendant was admitted for that period during which the staff of the German Postal Service for China had the free and unlimited use of the Post Office; that period extending up to September 1, 1917.

"I may say at once that the position adopted by the Consul-General appears to me to be based on a correct interpretation of the legal position. The outbreak of war between two states, although it does not of itself work a confiscation, yet confers on the sovereign authority in each state a right to take the persons and to confiscate the property of its enemies found within its jurisdiction, even though the humane policy of modern times may mitigate the exercise of this right in practice; and if the sovereign authority chooses to exercise this right and to direct confiscation, then the judicial department will have no option but to give effect to it. (Brown v. The United States, 111 U.S. 513; Cases and Opinions on International Law, Part II, p. 52.) Property belonging to the enemy state, which a belligerent finds within its jurisdiction at or after the declaration of war, and which is not protected by some special immunity, is liable to seizure. (Wolf v. Oxholm, 118 U.S. 60.)

"In the exercise of this right the Chinese Government has attached the premises of the former German Post Office and has cancelled or at any rate suspended the operation of the perpetual lease under which the property in question was held, and has become, as is contended by the Consul-General for the Netherlands, the de facto owner of the premises and the site on which they have been erected. Under the Land Regulations the Council is entitled to collect the land tax only from renters and the German Post Office has ceased, by the action of the Chinese Government, to be in that position. The case is not, I think, as claimed by plaintiff's counsel, on the same footing as that of property in private ownership which has been attached by the Court. There the landlord can obtain an order for re-entry and can re-occupy the premises; here the German Government cannot re-enter without the consent of the Chinese authorities. 'The action must therefore fail.'

MITSU BISHI CHANGE

Tokio, November 1.—The Mitsui Bishi Co., Ltd., of the family of Baron Iwasaki, has decided to have separate joint stock companies for its dock business and mining business and it has been decided that the rest of the business shall be carried on by the Mitsui Bishi Co., Ltd., as hitherto. Thus the Mitsui Dock Company, Ltd., with a capital of Yen 50,000,000 and the Mitsui Bishi Mining Company, Ltd., with a capital of Yen 30,000,000 have been separately established. The new companies commenced business separately on November 1.

Tommies' Xmas Fund

The Hon. Treasurer of the Shanghai branch of the Overseas Club acknowledges with thanks the following contributions:

H. A. Macray	25.00
A. Eveleigh	25.00
Mr. and Mrs. W. F. Inglis	25.00
M. M. C.	20.00
E. M.	20.00
A. H. Hallam	10.00
Mr. and Mrs. M. J. Moore	10.00
H. Browett	10.00
K. C.	10.00
Miss Inglis	5.00
Previously acknowledged	160.00
	558.41
	718.41

The Hon. Treasurer would like to remind intending contributors that the money to be in time to achieve its object must be remitted early in December. Last year the total sent was \$3,558.72 and it would be disappointing if this year it fell short of that.

GOVERNMENT TEA BUYING

(Reuter's Agency War Service)

London, October 31.—The Times understands that a definite scheme has been prepared for the Government acquiring a substantial proportion of the Indian tea crop. Representative bodies will be asked to express their opinion upon the scheme in the near future.

Japan's Duty is to Develop Tsingtao, Says Civil Head

And Japan Is Anxious to Fulfill Her Responsibility, Akiyama Tells His Hearers at Military Club

Tokio, Oct. 24.—The development of the commerce and industry of Tsingtao, to the advantage of China, Japan and the other Allied countries, is the obligation and responsibility of Japan toward China and the other powers, declared Dr. Akiyama, chief civil administrator of the colony, in a speech at the Military Club in Tsingtao, on October 11. Japan was anxious to fulfill her obligations, he said.

Dr. Akiyama, former councillor to the Korean Government, took up his duties in Japan's new territory on October 1 when the military administration was replaced by civil government. Lieut.-General Honjo, commander of the Garrison, many civil and military officials as well as a number of foreign, Chinese and Japanese residents were invited to the Club the evening of the 11th. The Chief Civil Administrator, who is a doctor of laws and one of the Japanese authorities on international law, said:

"It gives me great pleasure to see you here this evening, and I feel greatly honored by your kind presence. Our Imperial Government, as you know, has reorganized the Administration of Tsingtao from military to civil. This came into force on October 1 and I and my staff embrace this opportunity of making ourselves known to you. Previous to this I have lived in one or two countries in Europe and have travelled through various parts of Europe and America, but to my regret this is the first time I have ever been in China, which has the closest relation with Japan. Unexpectedly, however, I received the appointment as Civil Administrator here and am more delighted than words can express. As you know, China is a vast country with a territory of 4,230,000 square miles and a population of 400,000,000 and supplies enormous quantities of materials to every country on the face of the earth, while at the same time, her population requires unlimited supplies of goods from abroad. Therefore, the Imperial Government concluded 'treaties' with various Powers, securing her territorial integrity. Simultaneously, in concert with other Powers, China has been endeavoring to develop Tientsin, both commercially and industrially, as one of the most important ports. Therefore I believe the rise and fall of commerce and industry here not only affects the welfare of China, but, in less degree, the financial condition of the whole world.

End of German Memoir

"Twenty years ago, Germany treacherously occupied Tsingtao, and not only established a Far Eastern base, but here, also made it into a commercial center vis-a-vis of China. However, in 1914, when the European war was declared, the Imperial Government, in order to maintain peace in the Far East as well as in consideration of the Anglo-Japanese Alliance, declared war against Germany and British and Japanese combined arms cleared away the enemy's ships from the Pacific and Indian Oceans, and after much strenuous fighting, our army occupied this place. Thus the Military Administration was promulgated, and order restored. Now we come to the present time. As stated in the Commanding Officer's proclamation issued a short time ago, notwithstanding that the Military Administration was in force for three years and as it is impossible to see when the end of

the great European war will come, the Imperial Government reorganized the system of the Headquarters of the Tsingtao Garrison, and established a Civil Administration with the intention of providing special facilities for resident Europeans, as well as Chinese and Japanese.

"All the districts along the Kiaochow Bay and the Shantung Railway were under the protection of the German force during and before the Japan-German war, but they were included in our occupied territory by our military force, thus sweeping away the power and strength of the enemy country.

Japan's Obligations

"Therefore, as long as this war lasts, unless the place is taken by the enemy it is natural that Japan should occupy it, and from the standpoint of international law, it is our right as well as our obligation to restore order in this place, and increase the welfare and happiness of the residents. In order to fulfill this important obligation, Civil officials were attached to the Military Headquarters and the Civil Administration was established, but the nature of the Administration itself will never be similar to that of the Civil Administration at home. For, as long as the present war lasts, this place will be dealt with as in military occupation and the occupied territory should be administered by the Military Commander, that is, the will of the Military Commander is the law to be enforced in the occupied territory according to the principle of international law in war time, which is recognized by all the civilized states. Therefore the administration of Tsingtao will be executed as hitherto in accordance with Military Ordinances issued by the Commander, but not with the law or Imperial Decree.

Suggestions Invited

"However, the reason of the Civil Administration being established in the Military Headquarters, as before mentioned, is that although three years have now passed since the occupation of Tsingtao, it is impossible to foresee the end of the European war. Beside Tsingtao, like Shanghai and Tientsin, is one of the most important ports in China, and although it is still under military occupation it is essential that commerce and industry be developed as it will be to the advantage of China, Japan and various allied countries. In other words, the development of Tsingtao is the obligation and responsibility of our country towards China and other Powers, and we are anxious to fulfill our obligation and responsibility. I am sure that the commanding officer will be pleased to hear any reasonable suggestions that any gentleman places before him regarding the development of this place, providing that it in no way interferes with the military.

"It is my earnest desire that European and American residents and Chinese and Japanese all along the leased territory will bear this in mind, and untiringly endeavor to develop the industry and commerce of this place, promote the advantage of each individual, and at the same time, develop the unlimited materials in China, so as to be able to cope with the unlimited demand and to promote the welfare of every country with the exception of enemy countries."

send away now will be carefully stored for the spring of next year.

"Should we require to order a consignment for next summer might I cable to you in January, or not later than February, and if so would it be possible for you to undertake to purchase say 1,000 fly traps on our behalf and to have these shipped to London? If I am not trespassing too much on your good nature, might I ask you to obtain prices in the meantime from the makers, for delivery next spring, and to let me know.

"Once more, with grateful thanks for all you have done for us."

Yours etc.

I think the best reply to the last paragraph, is for Shanghai to subscribe for 1,000 more traps and ship them off in January and February. I think I may safely tell Sir Robert Hudson that he may rely on them being sent.

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Japanese Association Against Arms Alliance

Society Dealing With Chinese Affairs Attacks Tokio Government's Policy

Japanese papers bring the report of a resolution passed by the Nishihara Kokumin Kyokai (Nation's Association on Japan-China Question) opposing the projected Arms Alliance between China and Japan. The resolution follows:

"Resolved: that the measures of the Terauchi Ministry to supply ordinance to the Chinese Ministry under Premier Tann Chi-jui is nothing but assistance to the northern Government, bringing pressure upon the Southerners, and such measures are not only contradictory to the principle of non-interference in China's internal affairs, declared by the Imperial Government, but also such a step will lead to plunging the Empire into the vortex of the political trouble in China. The Nishihara Kokumin Kyokai, while advocating the principle of promoting the friendly relations between the Japanese and Chinese nations on the basis of mutual good understanding, is absolutely opposed to the present idea of the Government.

3 FRENCH SHIPS SUNK

(Reuter's Agency War Service)

Paris, October 31.—An official communiqué reports: 838 merchantmen arrived and 795 sailed from French ports last week. Two over and one under 1,600 tons were sunk and four vessels unsuccessfully attacked during the same period.

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WEATHER

The weather is likely to improve.
Strong northerly winds expected
along the whole coast.

IMPARTIAL AND PROGRESSIVE

SHANGHAI, NOVEMBER 3, 1917

Aid For Italy

THE announcement that the
United States has loaned gold
\$230,000,000 to Italy and the brief
cable to the effect that the United
States has decided to assist the land
of Garibaldi in every way possible
in the present crisis, probably means
an early declaration of war between
Austria-Hungary and America.

There is nothing in the fact that
the United States has not de-
clared war upon Austria that would
make it improper or unequal for
us to give Italy the aid she has
asked in the way of coal and can-
non, but this course would probably
impel Austria to declare war upon
us. In the end that condition was
almost certain to arrive anyway.

While still altogether neutral the
United States furnished munitions
to all nations that had the power
to take delivery of them, and was
quite within her neutral rights in
doing so. Technically we should
probably be within our rights in
supplying munitions to Austria, for
we are not at war with her. Italy,
which is at war with Austria, is
our ally in fact, though not in law,
as no formal treaty of alliance with
any belligerent nation has been en-
tered upon at Washington. The
situation is technically complicated,
though as it has been handled with
common sense by all the nations
engaged by mutual consent it has
led to no difficulties. Italy once
occupied a like position, since for
several months after beginning her
war with Austria she refrained from
declaring war upon Germany.

Just as for our boys to fight in
France is the best possible defence
of our coasts against German in-
vasion, so assistance in Italy's cam-
paign against Austria is today one
of the most menacing of assaults
upon Germany.

Italy asks no men. Her needs
are coal to operate her factories and
railroads and heavy cannon. The
United States alone can furnish
these supplies, and we are glad to
learn that she has decided to do so
to the full extent of her power.

Correspondence

Commercialised Vice

EDITOR THE CHINA PRESS

Dear Sir:—Will you kindly publish
a small correction in the report of
my talk on the subject of commercial-
ised vice? You say I propose to
abolish the evil by making it a penal
offense, but it is not said what should
be made a penal offense.

My thought was that the selling or
buying the human body should be
the offense, just as selling or buying
one's citizenship is a penal offense. To
sell or buy a vote is punishable by
law, so I would eliminate the com-
mercial side, the money value, and
let results speak for themselves.

Thank you.
MARGARET H. POLK,
Shanghai, November 2, 1917.

Kultur Defined

In his new book, "The Coming
Democracy," just published by E. P.
Dutton and Co., Hermann Fernau
a German, defines German "Kultur"
as being "Learning without charac-
ter, knowledge without conscience,
organisation without humanity, dis-
cipline without liberty, ideals with-
out dignity."

H. M. S. 'Sausage' Not a Joke As You Might Think at First

Work Of The Kite-Balloon Service If Less Dramatic Is
No Less Dangerous Than Aeroplaning

The following interesting descrip-
tion of a little known branch of war
work is written by a correspondent of
the London Morning Post.

Today the praise of our flyingmen
is deservedly in every one's mouth,
as their achievements are in the fore-
front of all the fighting. They are
in no danger of escaping their due
meed of recognition, for the develop-
ment of the aeroplane is one of the
results of the war which has neces-
sarily most impressed the popular
imagination. But there is another
branch of the Air Service which has
hitherto worked below the threshold
of public perception, and which has
claim to a good deal more acknowl-
edgment than it has received. This
is the Kite-Balloon branch of the
Air Service. Its tasks are not less
dangerous, if they are less dramatic,
than those performed by the heavier-
than-air machines. Indeed, they re-
quire even more fortitude, perhaps,
because they are dissociated from the
exhilaration of the offensive, and are
executed in conditions of complete
defencelessness against attack. But
the public know nothing of them.
How should they? They have seen
from time to time a strange and
slightly ridiculous shape floating over
London, up above the world so high,
like a sausage in the sky. That is all
they know of the kite-balloon—
H. M. S. "Sausage"—which is, not-
withstanding, a not unimportant item
of our Air Fleet.

If the aeroplane, with its swiftness
of flight and maneuvering capacity,
its bombs, and its machine-guns, may
be likened to the wasp, the kite-balloon
—conspicuous, vulnerable, unarmed,
slow-moving, and powerless against
the wind—may be likened to the
butterfly; or to make the analogy
just, to a tethered butterfly. It
might be supposed that a machine
with all these limitations would have
a very meagre usefulness in war.
But it is not so. For observation
purposes, a tethered butterfly may in
some circumstances be more useful
than the wasp; and out of the ex-
perience of this war has come a very
rapid and extensive development not
only of the structure but of the em-
ployment of kite-balloons.

A New Type

Today they are employed along
the whole length of the battle-line,
"spotting" for the artillery at heights
and distances from the front line
which expose them all the time, not
only to shell fire, but to attack from
enemy aeroplanes. Picture the
situation of the devoted observer,
perched some thousands of feet
above the ground, swaying hour
after hour at the end of his cable like
a ship at her moorings, and offering
a tempting and conspicuous mark
for every enemy gunner in search of
a target, and for every enemy air-
man on a roving commission over
our lines. It is a duty that asks
some nerve in the true performance
of it, is it not?

But, if the kite-balloon is the
ready prey of enemy attack, it is not
in itself uncomfortable to the oc-
cupant. Its design has been
vastly improved from the type of
the old German Dragon balloon
which held the field at the outbreak
of war. By an ingenious and simple
arrangement it has been found pos-
sible to make the kite-balloon keep
always head to wind. That is the
explanation of that "bustle" like
arrangement at the end of the ship,
by which the wind is transformed
from a disturbing into a steadying
influence. The sausage shape of
the balloon is another device for
preserving steadiness and avoiding
the teetotum motion to which the
spherical balloon is liable.

The Work of Training

In days of high and gusty wind
the sausage-balloon naturally pitches
a good deal—the resultant motion
from the wind-force and resistance
of the tethering-cable—and the in-
experienced observer may suffer
severely from seasickness in such
conditions; but in genial weather
the sensation is soothing and even
luxurious; and the fiercest ground
heat gives place to a delicious cool-
ness at quite a moderate altitude.

But the observer has to be trained
not only to the work of observation
but to toleration, as the doctors
would say, of height. He has not
only to learn to watch his pressure
gauges and other instruments, while
picking out every significant object
and portent on the horizon and
maintaining constant telephonic com-
munication with the earth; he has
also to become accustomed to the
sensation of height—of complete de-
tachment from other earth—and to
the changed aspect of the landscape
and its most familiar objects from his

own point of view. No one who has
not experienced it can believe what
"the bird's-eye view" really is—how
rare and strange the face of the
country-side appears at a height of
three or four thousand feet. It is to
accustom observers to these condi-
tions that the old spherical balloons
are still useful. That accounts for
the spectacle, which is often pre-
sented on a fine day of several of
these spherical balloons drifting with
leisurely serenity over London. They
carry probationers training for the
certificate of the Royal Aero Club,
and the popular idea that these
balloons are a part of London's de-
fences against air-raids is, one fears,
fallacious.

Overcoming Prejudice

As has been mentioned already,
the kite-balloon as an instrument of
observation is now in high favor
with the Army, and the rate at
which balloons and pilots are being
turned out has been immensely ex-
pedited. The special advantages of
the kite-balloon for observation pur-
poses are at last fully recognised.
The observer in this case is carrying
out his work from a fixed and com-
paratively stable position; he is pro-
vided with high-power field glasses,
and he is in direct communication
with the ground all the time. The
aeroplane observer, on the other
hand, is necessarily in rapid move-
ment, and therefore his position is
altering all the time, and his glimpse
of his object is fleeting; while his
means of communication, with the
ground are much less simple and
direct.

But it took some time for the force
of these considerations to be fully
admitted. The achievement and
potentiality of the aeroplane not un-
naturally overshadowed everything
else; and so it fell out that the kite-
balloon was neglected. Artillery com-
manders insisted on aeroplanes for
their "spotting," and the officers of
the kite-balloon sections too often
met with "greetings where no kind-
ness is." Indeed, it is related—
though it would not be wise to take
these mess-room pleasanties too
literally—that kite-balloon officers at
one time had to go down the line
recommending their service much in
the manner of a commercial traveler
pushing his wares. They had to dine
gunner-officers well—to woo them to
an indulgent mood—and then in-
sistently to suggest arrangements
for a trial "shoot," almost on the
principle of "money returned if
goods not found satisfactory." But
the goods were satisfactory—so
satisfactory that gunners quickly
came to ask for the kite-balloon and
to see that they got it. They even
required the victims of their un-
deserved neglect by promoting them
to a much more advanced position in
the line—a promotion which carried
with it the privilege of being much
more within the range of the enemy's
attack. But at least the kite-bal-
loons have won their stripes. They
are no longer looked upon as fanciful
redundancies. They have their
honorable place in the scheme of
things; and not the least signal re-
sult of this recognition is to relieve
the aeroplanes of much of their
work and to release them for other
duties.

All In The Day's Work

Decidedly, the services of the kite-
balloonists are substantial; but
though their deeds are manifold,
"No tale in verse has told, No Saga
taught us." But some day, when
the war is over, the story will be
written, and it should be one of the
not least eventful appendices of the
great war epic. In the meantime,
some idea of what life is in the kite-
balloon section at the front may be
suggested by retelling one or two
veritable incidents.

A pilot one day was at observation
work in a high altitude when elevator
and rudder arrangements burst.
Without more ado—as if to celebrate
release from a hated bondage—the
balloon looped the loop twice, leav-
ing the unhappy observer hanging to
the car (now this side up, now that)
as best he might. Then exhilarated
by this exercise, the balloon made a
bid for complete freedom with an
almost Russian ardor, and succeeded
in snapping the tethering cable.
Again in the revolutionary manner,
it next conceived the idea of fratern-
ising with the enemy, and drifted
towards his lines at a velocity of
forty miles an hour. The airman not
unnaturally thought that the day of
his usefulness on earth was over, so
he tore up all his maps and docu-
ments, smashed his camera plates,
and took to his parachute. He landed
safely 1,000 yards from the Ger-
man lines, with no greater injury
than a bad shaking and some severe

cuts and contusions from falling
among trees. Today he is well and
at work again.

Another airman had the disagree-
able experience of having his kite-
balloon shot down, not once, but
twice in one day, by enemy aircraft;
and yet he made a third ascent as
soon as a new balloon could be
found for him. Remember that each
time after the destruction of his
balloon this airman's only escape
was by parachute, and though in
strict theory and in favorable cir-
cumstances descent by parachute is
reasonably safe, it is an exploit that
puts no man to strain on the nerves.
To jump into space a height of
several thousand feet, trusting that
the little folded bag attached to you
will presently open out umbrella-
wise and "softly descend like the dew
or the rain," is a thing the hardest
men would not choose twice in the
same day, to say nothing of inviting
a third repetition of the ordeal.

Such incidents are all in the day's
work for the kite-balloonist, who
takes them with a frolic welcome.
But, though he is content to do his
job and face his risk, and to know
that he serves thereby the common
cause, he would be less than human
if he did not feel sustained a little
by the pat on the back which he has
so richly earned. Good work, espe-
cially good work in the Army, like
good wine, needs no bush; but it is
none the worse done for enjoying
that distinguishing symbol.

Victory Consists Largely In Ignoring Defeat

By ORISON SWETT MARDEN

"I wish," Theodore Roosevelt said
when president of the United States,
"to see in the average American
citizen the determination not to
shrink back when temporarily beaten
in life, as each one will be now and
then, but to come up again and wrest
triumph from defeat." When asked
the secret of his success he said: "I
have been blessed with the faculty
of perseverance. No matter what
happens, I do not give in."

He is a pretty poor sort of man
who loses courage and fears to face
the world just because he has not
met with the success he expected;
because he has been unfortunate or
made a mistake or a slip somewhere.
The point at which we give up
trying and turn back or cry "quit"
exactly measures the maximum of our
strength and ability. Many people
give up very easily; they wilt and get
discouraged at the first setback; they
cannot stand up against disappoint-
ment or failure. Others get up again
after one or two defeats and go on
considerably further before they reach
their maximum of courage and turn
back. Others press on almost to their
goal with considerable pluck, but they
have not grit enough to push on to
the end.

It has been said of George Wash-
ington that he lost more battles than
he won, but he never gave in to de-
feat; he would never admit he was
beaten. Although many men would
have been discouraged and downcast
by the disheartening condition he en-
countered, he never lost heart, never
gave up. No matter what happened,
Washington got up and went on fight-
ing. He would do anything, endure
anything, but he would not stay on
the ground," says a writer.

It takes something more than
failure or obstacles effectually to dis-
courage or turn the born winner from
his purpose.

Thrives On Defeat

The strong character thrives on
defeat. He makes stepping stones
of his stumbling blocks. Rebuffs only
stimulate him to more determined
endeavor.

Just as some of the savage races
believe that the strength, the prowess,
is every enemy they overcome goes
into themselves and helps them to win
future battles, so the man made of
winning material knows that every
honest, earnest endeavor, whether it
wins out directly or not, is a mental
and a moral muscle developer, a power
builder, a force producer, which will
help him to win in later struggles.

A boy was asked how he learned to
skate. "Oh, by getting up every time
I fell down," he replied. "This is the
spirit that leads men and armies to
victory. It is not the fall, but the not
getting up, that is defeat."

A man should be so much greater
than any material failure that can
come to him that it would scarcely
be mentioned in his biography, and
that it would be regarded as a mere
incident in his career—inconvenient
but not important.

In true manhood there is something
which rises higher than worldly
success or failure. No matter what
reverses come to him, what disap-
pointments or failures, a really great
man rises superior to them. He never
loses his equanimity. In the midst
of storms and trials to which a weak
nature would succumb, his serene soul,
his calm confidence, still assert them-
selves, so completely dominating all
outward conditions that they have no
power to harm him. Like a great
monarch of the forest amid the war
of elements, he stands unshaken
through all changes and ravages of
time.

Bairnsfather's 'Bill' Staged

The Whole Philosophy of Life, for
British combatant as well as for others
is summed up in a line of Old Bill's:
"If you know of a better 'ole, why
don't you go to it?" Old Bill is the
bristly walrus that the humorist
Bairnsfather has created out of the
middle-aged British fighting man, and
the "ole" is a safe-as-any shell-hole
which the German whiz-bangs have
so far overlooked. It was natural
that this character with his pragmatic
philosophy should eventually reach the
stage from the pages of the London
weekly, The Bystander, and Mr.
Arthur Bourchier, who was fitted by
nature to do Bill without too much
exertion of make-up declares that it
is "the part of his life." London
seems to be responding to the stage
version as she has for two years past
warned to the figures of Bill and Bert
in the aforesaid weekly. As a play
"The Better 'Ole" is not worth five
seconds' consideration," says the
critic of the London Evening Standard;
but the Oxford Theater, where the
piece is performed, can not hold the
numbers who try to see it. The
structure of the piece, as the following
synopsis shows, represents the scenes
in the trenches and behind the lines
"with a simple frankness that is most
convincing." Says The Bystander's
comment:

"A play in two acts, which have
been divided into the following episodes:
Explosion I, Splinter I, 'The Gaff'
(near the Base—somewhere in France).
Splinter II, 'Outside the Cafe des
Oiseaux' (near the Front). Splinter
III, 'Billets' (just behind the Front).
Explosion II, Splinter IV, 'The Way
In' Splinter V, 'In' Splinter VI, 'H. Q.'
Splinter VII, 'The Leave Train'; 'A
Gas Attack' (end of Gas Attack)."

So far as it tells a story we read
that—
"By accident Bill learns that Ger-
man spies are going to blow up an
important bridge after the French
have crossed it, thus cutting off any
chance of reinforcements. What does
Bill do? Alone and unaided he crawls
'over the top,' and before the French
can cross the fatal bridge on their
outward journey he blows it up him-
self with his own good right hand
(it may be, of course, that he had to
use both hands for the job; but I am
shockingly ignorant on the subject of
blowing up bridges.) On his return
to the trench he is found with German
papers on him, and is about to be shot
as a spy when extenuating circum-
stances are discovered, and he is de-
corated with crosses and medals
instead."

"The plot, however, interesting as
it is, does not occupy much of the
entertainment, the charm of which lies
in the vivid reproduction of many of
the scenes with which we are familiar
in Captain Bairnsfather's drawings.
There are also Bert and Alf and the
dossy little French girls to keep the
fun at highwater mark all the time.
Bert is the sentimental one, whose
sentiment, however, is so prudently
chastened by business acumen that
one fancies he must hail from the
north of the Tweed. When it is a
question of having to decide between
the rival charms of two French
beauties, Bert merely wonders whether
he would be happier as the prop-
rietor (by marriage) of an estaminet
or of a thriving laundry concern. Alf
has very little to do except to try to
make a flint and steel pipe-lighter do
its work; but those who have handled
the elusive things tell me that that is
all one man's job, anyway."

"One scene of the play is full of
timely jests at the expense of the
War-Office, and they all promptly find
their mark. There is the huge pile of
official documents relating to the claim
of a railway company for the sum of
eightpence, which threatens to be as
complicated a case as that of Jarndyce
v. Jarndyce. Then in the midst of an
official investigation that may mean
life or death to somebody, there comes
a telegraphic inquiry as to whether
there are any offers for two dozen
oranges that have escaped distribu-
tion by oversight; and here is rich
humor respecting the regulations
governing the wearing of the military
mustache and how it ought to be
trimmed by the man who really loves
his country."

"The entertainment is a joyous out-
break of high spirits from first to last
and it gives us besides the first
authoritative picture we have had of
life behind the front by one who
knows."

On that latter point the critic of
The Evening Standard insists some-
what. He points to authors like Mr.
Siegfried Sassoon and Mr. Wilfrid
Gibson, who "have attempted to ex-
press something of what passes in
the minds of the rank and file of our
fighting men in France." Others there
are who are more widely popular, he
says, "who have chosen to keep upon
the surface and to illustrate in their
work the accepted national tradition
or pose of the Englishman in all times
and places."

"Of this tradition Captain Bairns-
father is perhaps the most successful
draftsman and 'lan' 'ay' the most
successful diarist. They show us the
English soldier as outwardly im-
perturbable, slangy, jocular, unim-
pressed, and, above all things, shy—
shy of his feelings, shy of his brave work
and of the praise it brings, shy of
anything that sounds heroically or
calls for eloquence or fine gesture."
"Captain Bairnsfather's embodiment
of this English attitude in Bill Busby
is too familiar to need description. He
appears at the Oxford as the hero of
an entertainment which is sometimes
a play, sometimes an exhibition of
personality, and sometimes a revue.
It is best seen and considered simply

WHISKY IN DESUETUDE

"If you had a barrel of whisky that
had been given to you and you wanted
to dispose of it, would you be per-
mitted under the law to sell it?" asked
Judge R. A. Tyler of Texas. "This is
a question that I have been unable
to have answered," he continued.
"Several years ago a Kentucky friend
gave me a barrel of whisky, which I
placed in my cellar. I had not thought
of it until the prohibition agitation
reminded me of it, and I have no
desire to sell it now, but the question
arose whether I had the right to sell
it if I wanted to."

"I asked the best lawyers in my
State whether I could dispose of the
whisky by sale. They didn't know.
Then when I came to Washington I
asked a member of the Cabinet, who
promptly replied that in as much as
the whisky was in a single body and
had been given to me I did have the
right to sell it. The solicitor of his
department disagreed. I had no such
privilege, he said. Other lawyers in
the department sided with the solicitor,
but all agreed that if I should die my
executor would be permitted to sell the
whisky as part of my effects."

"I determined to go to the Revenue
Department of the Government for in-
formation, and I asked the head of that
department the question. He referred
me to a deputy, who in turn sent me
to a man who had been in the depart-
ment for thirty-five years and 'knew
all about everything.' That man was
in doubt, and finally asked me to pre-
sent the case in writing."

"I haven't yet learned whether I
would be violating the law if I tried to
sell my whisky, which I am not going
to do."—Washington Post.

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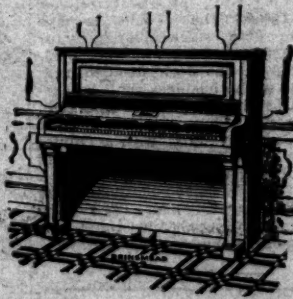
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By George McManus



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SATURDAY, NOVEMBER 3, 1917

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today							
Swatow, Hongkong & Canton	Anhui	21.00			16.80	17.00	21.00
Swatow and Hongkong			17.00	..			
River Ports	Nankin	21.00	..	..		..	21.00
Europe via Siberia ..	Via Pukow	..	..	..	17.00		16.80
Japan via Kobe ..	Wakanoura m.	..	..	..		12.90	11.80
Weihsaiwei, Chefoo & Tientsin		17.00	..	..	
Chefoo and Tientsin ..	Helsing	21.00	17.00	..	7.00		21.00
Poochow	Heinrich	21.00	17.00	..	16.80	17.00	21.00
Hongkong and Canton ..	Kwangtung	21.00	..	..	16.80	17.00	21.00
Kobe and Yokohama ..	Wakanoura m.	11.00	..	..			10.80
Waiing and T'ien (Every day)	Train				17.00		17.00
T'ien (Daily except Sunday)		..	17.00	..			
Hankow .. .. .		..	17.00	..			
Ningpo	Kiangteen	..	16.00	..	..	..
Tomorrow							
Europe via Siberia (P. Train)	Via Pukow		7.00	..	..	..	17.00
Newchwang	Paoting	11.80	..	..	..	..	11.60
Weihsaiwei, Chefoo & Tientsin	Tungchow	8.30	..	..	..	..	8.00
River Ports	Kiangyung	21.00	..	..	..	..	21.00
Monday, Nov. 5.							
Japan via Nagasaki ..	Omi maru				18.00		19.00
Europe via Iberia ..	Via Pukow	21.00	..	..			17.00
Ssaki, Kobe, Yokohama, Canada, U.S.A. and Europe ..		17.00	..	..	..	..	17.00
Japan ports	Omi maru	18.00	..	..	..	..	17.00
Hongkong		17.00	..	..	..	..	17.00
Hongkong and Canton ..	Sunning	21.00	..	..	16.80	17.00	21.00
River Ports	Kiangshin	21.00	..	..	..	..	21.00
Tuesday, Nov. 6.							
Weihsaiwei, Chefoo & Tientsin	Kingsing	8.80	9.00	..	..	..	8.00
Weihsaiwei, Chefoo & Tientsin	Yingchow	1.80	9.00	..	..	..	1.00
Amoy, Hongkong and Canton	Taiant	21.00	..	..	16.80	17.00	21.00
Europe via Siberia (Express)	Via Pukow	7.00	..	..	..	..	17.00
Wednesday, Nov. 7.							
Europe via Siberia (P. Train)	Via Pukow	21.00	..	..	18.00		17.00
Japan via Moji	Kasuga maru		..	..		18.00	19.00
Friday, Nov. 9.							
Japan via Nagasaki ..	Yamashiro m.	..	..	..		18.00	19.00

† Letters forwarded by this route only when specially marked.

<p>A Registration 8.30 a.m. Supplementary mails closed at 7 a.m. following day.</p>	<p>value 11.30 a.m. Parcel post and money orders 11 a.m.</p>
	<p>E Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m.</p>

Letters and boxes with declared value and money orders 3 p.m.

Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesday, Thursday and Saturday at 7 a.m.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

Local Outports Mail

Permanent Notice		Shanghai-Nanking	Close Daily
Destination. Mails.			
Railway.		a.m.	p.m.
Soochow, Wush, Changchow, Tanyang, Chinkiang, Nanking, Hankow, and North China.	7.00		
Soochow, Wush, Chinkiang, Nanking and all intermediate place	7.30		
Nankiang & Kiatinghien.	3.00		
Soochow, Wush, Changchow, Chinkiang, Nanking and all River ports	11.30		
Soochow, Wush, Changchow and Intermediate places	2.30		
Nankiang & Kiatinghien.	4.30		
Soochow, Wush, Changchow, all River Ports and North China	5.30		
Shanghai-Hangchow Railway.			
Sinohwang, (Taipoa and Soeking) Sungkiang, Fengking, Kashaan, Kashing, Wangtun, Shachih (and Tung-hsiang), Changan (also Shihmen and Shihmenwan), Linping (and Tanged) and Hangchow (also Huchow)	6.30		
	and 3.30 daily.		
Shanghai-Hangchow Water.			
Sinohwang, Sungkiang, Fengking, Kashaan, Kashing (and Wangtun), Shachih (and Tung-hsiang), Changan (also Shihmenwan) Linping			
Woosung (also Paoshan, Kiangwan & Tachang).			
	6, 7, 9.30, 11.45 a.m.		
	1.30, 3, 6, 7.30 p.m.		
Sunkiang, Kashing, and Hangchow and intermediate places	2.00		
Ningpo, Chenhai and Wenchow via Ningp.	Shan-hai-Hangchow train		
	3 p.m., Sundays only.		
	Mails close daily except Sunday.		
	a.m. p.m.		
Steamer.			
Ningpo, Chenhai and Wenchow			
Launch	close daily		
Tungwan and Paoshan	7.00		
	10.45		
Fehshien, Chakiang, Pinghu, & Chungku	2.30		
Minghong and Nankiao	2.30		
	11.30		
Hungchow, Nansing and Linghu	11.30		
Minghong and Wukahong, Nankiao	2.30		
	11.00		
Haimenting at Miaoche	7.00		
	10.45		
Chowpu	11.00		
Tatwan, Naniwei, Fenghsien and Sinchang	2.30		
Tachang	7.00		
	11.00		
Courier.			
Kiangnan Arsenal	2, 9, 10, 11 a.m.		
	12 noon.		
	2, 4, 6, 8 p.m.		
Sioaswei & Taipoa	2, 9, 10, 11 a.m.		
	12 noon.		
Chwanaha	7.00		
	2, 4, 6 p.m.		
Foot Boat.			

Sailed from Shanghai


Sailed from		Korea Maru	Oct.
		Pagan	Oct.
		Royal Arrow	Oct.
		Siberia Maru	Oct.
For London, etc.		For Tacoma	
Iyo Maru	Sept. 24	Hawaii Maru	Oct.
Shidzuoka Maru	Oct. 20	Mexico Maru	Sept.
For Liverpool		For Seattle	
Benrinnes	Oct. 21	Inaba Maru	Oct.
Hitachi Maru	Sept. 1	For Vancouver	
Kitano Maru	Oct. 14	Bonnie Dollar	Sept.
For New York		Hazel Dollar	Sept.
Suruga	Aug. 9		
	Aug. 16		

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GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Nov 10	..	San Francisco	Venezuela	Am.	P.M.S.S. Co.
15	..	Tacoma & Seattle Wash	Manila maru	Jap.	O.S.K.
19	..	San Francisco	China	Am.	C.M.S.N. Co.
28	..	San Francisco	Shinyo maru	Jap.	Alexander

FOR JAPAN PORTS

Nov 2	5.00	Nagasaki, Moji and Kobe	Hakka maru	Jap.	N.Y.K.
6	5.30	Nagasaki, Moji and Kobe	Omi maru	Jap.	N.Y.K.
8	..	Moji, Kobe & Osaka	Kanaka maru	Jap.	N.Y.K.
10	..	Nagasaki	Penza	Rus.	R.V.F.
13	..	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N.Y.K.
15	..	do	Chikuzo maru	Jap.	N.Y.K.
17	..	Moji, Kobe & Osaka	Komane maru	Jap.	N.Y.K.
19	..	Nagasaki, Moji and Kobe	Yawata maru	Jap.	N.Y.K.
21	11.00	Kobe and Yokohama	Kashima maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Nov 7	5.30	Liverpool etc.	Hirano maru	Jap.	N.Y.K.
11	1.00	London etc.	Saga maru	Jap.	N.Y.K.
23	noon	London etc.	Yokohama maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Nov 3	4.00	Ningpo	Kia-teen	Chi.	C.M.S.N. Co.
4	..	A.M. Hongkong & Canton	Kwangshai	Chi.	C.M.S.N. Co.
4	..	D.L. Swatow & Hongkong	Anhui	Chi.	C.M.S.N. Co.
4	..	A.M. Foochow	Hsinchi	Chi.	C.M.S.N. Co.
5	..	Ningpo	Hsinchi	Chi.	C.M.S.N. Co.
5	..	4.00 Ningpo	Hsinchi	Chi.	C.M.S.N. Co.
6	..	Hongkong	Hsinchi	Chi.	C.M.S.N. Co.
6	..	D.L. Hongkong & Canton	Hsinchi	Chi.	C.M.S.N. Co.
7	..	Takao via P'chow & K'lung	Hsinchi	Chi.	C.M.S.N. Co.
7	..	D.L. Amoy & Hongkong	Hsinchi	Chi.	C.M.S.N. Co.
9	..	Hongkong & Manila	Hsinchi	Chi.	C.M.S.N. Co.

FOR NORTHERN PORTS

Nov 3	7.1	Tsingtao	Sanyo maru	Jap.	S.M.E.
4	10.00	Shanghai & Tientsin	Tsuneharu	Br.	B.S.S.
4	..	1.00 Chefoo & Newchwang	Pao-tsin	Br.	B.S.S.
4	..	A.M. Chefoo & Tientsin	Hsinchi	Chi.	C.M.S.N. Co.
6	3.30	Dalry	Hsinchi	Chi.	C.M.S.N. Co.
7	..	10.00 Shanghai, Chefoo & Tientsin	Hsinchi	Chi.	C.M.S.N. Co.
7	..	Vladivostok	Hsinchi	Chi.	C.M.S.N. Co.
9	8.00	Vladivostok	Hsinchi	Chi.	C.M.S.N. Co.
9	8.00	Tientsin and Dalry	Hsinchi	Chi.	C.M.S.N. Co.
10	10.00	Wenhaiwei, Chefoo & Tientsin	Hsinchi	Chi.	C.M.S.N. Co.
11	10.00	Wenhaiwei, Chefoo & Tientsin	Hsinchi	Chi.	C.M.S.N. Co.

FOR RIVER PORTS

Nov 3	M.N.	Hankow etc.	Neankir	Br.	B.S.S.
4	M.N.	do	Kiangyung	Chi.	C.M.S.N. Co.
5	M.N.	do	Kiangyung	Chi.	C.M.S.N. Co.
5	M.N.	do	Kiangyung	Chi.	C.M.S.N. Co.
6	M.N.	do	Kiangyung	Chi.	C.M.S.N. Co.
6	M.N.	do	Kiangyung	Chi.	C.M.S.N. Co.
7	M.N.	do	Kiangyung	Chi.	C.M.S.N. Co.
7	M.N.	do	Kiangyung	Chi.	C.M.S.N. Co.
7	M.N.	do	Kiangyung	Chi.	C.M.S.N. Co.
7	M.N.	do	Kiangyung	Chi.	C.M.S.N. Co.
10	M.N.	do	Kiangyung	Chi.	C.M.S.N. Co.

A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 2	Tsingtao	Hsinchi	2898	Br.	B.S.S.	CNOV
2	Ningpo	Hsinchi	2151	Chi.	N.S.N. Co.	NRGW
2	Hankow	Neankir	1718	Br.	B.S.S.	CNOV
2	Tientsin	Hsinchi	1428	Chi.	C.M.S.N. Co.	KLW
2	Tientsin	Hsinchi	1283	Br.	B.S.S.	CNOV
2	Foochow	Hsinchi	1885	Chi.	C.M.S.N. Co.	KLW
2	Japan	Nissho maru	842	Jap.	Furukawa Co.	

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Nov 2	Hankow etc.	Suiwo	1931	Br.	J.M. & Co.
2	do	Tachimaru	1828	Jap.	N.Y.K.
2	do	Tachimaru	987	Br.	Geddes & Co.
2	do	Fensyang maru	283	ap.	N.Y.K.
2	do	Luanyi	1735	Br.	B.S.S.
2	Tientsin and Dalry	Kobe maru	264	Jap.	S.W.R.
2	Japan	Jinju maru	1176	Jap.	K.M.A.
2	Japan	Kumano maru	3147	Jap.	N.Y.K.
2	Ningpo	Hsinchi	2868	Br.	B.S.S.
2	Ningpo	Hsinchi	2151	Chi.	N.S.N. Co.

Vessels Loading

For River Ports

HANKOW and PORTS.—The China Navigation Co.'s Steamer Nankin, Captain Newcomb, will leave on Saturday, November 3, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Str. Kiangyung, Capt. W. McIlwain, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Str. Kutwo, tons 2,664, Captain Gibb, will leave on Monday, November 5, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers, Tel. No. 240.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Str. Tuckwo, tons 3,770, Captain Philip, will leave on Tuesday, November 6, at about 12 o'clock midnight. For

HANKOW and PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Saturday, November 10, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HONGKONG and CANTON.—The Str. Kwangshai, Capt. C. Stewart, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

FOOCHOW.—The Str. Hsinchi, Capt. E. Hansen, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

SWATOW and HONGKONG.—The China Navigation Co.'s Steamer Anhui, Captain Bedy, will leave from the French Bund direct for the above ports of Sunday, November 4, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Str. Hsinchi, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, November 5, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, Nov. 6, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KIELUNG.—The Str. Kohoku Maru, Captain M. Oyama, will be despatched from the Co.'s Yangtsepooh wharf on Nov. 7, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at on the same day. For Freight and Passage, please apply to the Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

AMOI and HONGKONG.—The China Navigation Co.'s Steamer Tamsui, Capt. J. S. DeWolf, will leave on Wednesday, November 7, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

HONGKONG.—The Str. Chicago Maru, Capt. T. Salto, will be despatched from the Co.'s Yangtsepooh wharf on November 9, at daylight. The steam-launch conveying passengers on board will leave the jetty at on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

For Northern Ports

CHEFOO and TIENTSIN.—The Str. Hsinchi, Capt. H. MacKenzie, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Tungchow, Capt. Bennett, will leave from the French Bund on Sunday, November 4, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO and NEWCHWANG.—The China Navigation Co.'s Str. Pao-tsin, Captain P. R. Furslow, will leave on Sunday, November 4, at 1 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

TIENTSIN, DAIREN and TSINGTAO.—The Str. Keelung, Capt. T. Kamishashi, will be despatched from the Co.'s pootung wharf on Nov. 7, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at on the same day. For Freight and Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Fengtien, Captain Harris, will leave from the French Bund on Saturday, November 10, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Yinchow, Capt. J. Gibb, will leave from the French Bund on Sunday, November 11, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

TACOMA & SEATTLE, CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKOHAMA, SHIMODA and YOKOHAMA.—The Str. Maeva Maru, Capt. N. Kohayashi, will be despatched from on Tuesday Nov. 13, at daylight. Though Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co. at Seattle and Tacoma, Consular invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails, to leave the steamer, at on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSE RIVER & CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Lucy, Nagasaki, Poyang, Tatung, Tungting, Chungking and Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtse and Hunan Lake.

*The S.S. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yinchow, Shinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shantung and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsinchi.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Fochow Road.

Freight: Telephone No. 77.

Passage: Telephone No. 401.

BUTTERFIELD & SWIRE.

Agents. 21-23 French Bund.

PACIFIC MAIL S.S. CO.

SUNSHINE BELT

Trans-Pacific Service

By the New, 14,000 Ton, Oil Burning Steamers

"ECUADOR" "VENEZUELA" "COLOMBIA"

AMERICAN REGISTRY

SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. VENEZUELA ... Nov. 10	S.S. ECUADOR ... Nov. 17
S.S. ECUADOR ... Dec. 7	S.S. COLOMBIA ... Dec. 15

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two Bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

East India Service

By the Modern, Oil Burning Steamers

"COLUSA" ... 16,000 tons "SANTA CRUZ" ... 15,000 tons

AMERICAN REGISTRY

SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Ceylon	For San Francisco via Cebu and Honolulu
S.S. SANTA CRUZ ... Dec. 14	S.S. COLUSA ... Dec. 9
S.S. COLUSA ... Feb. 8	S.S. SANTA CRUZ ... Jan. 20

Safety and comfort of passengers our first consideration. For information re freighter passage apply to

PACIFIC MAIL STEAMSHIP COMPANY

1-B Nanking Road, Palace Hotel Building.

Telephone Central 5056 Cable Address "Solano"

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

AMERICAN LINE

(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokohama, Shimoda, Yokohama and Victoria, B. C. arr. leave.

"MANILA MARU" ... (13,000 tons) Capt. N. Kobayashi, Nov. 12, Nov. 13

For Hongkong arr. leave.

"CHICAGO MARU" ... (12,000 tons) Capt. T. Salto, Nov. 8, Nov. 9

CHINA COASTING LINE

For Tsingtao, Tientsin and Dairen

"KEELUNG MARU" ... (1,569 tons) Capt. T. Kamishashi, Nov. 4, Nov. 7

For Fochow, Keelung and Takao

"KOHOKU MARU" ... (1,569 tons) Capt. M. Oyama, Nov. 4, Nov. 7

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

H. YAMAUCHI, Manager, Union Building, 4 The Bund, Tel. Address: SHOSEN, SHANGHAI. Tel. 4047, 4234.

Men-of-War In Port

Section	Date	From	Name	Flag	Tons	Guns	Man	Commander
MMB	Apr. ..	..	Dde Lagree Fr-g-b	..	..	..	..	..
BNB	Oct. 26	Yangtze	Kiusha Br-g-b	..	..	..	..	..
6 P	Oct. 26	do	Nightingale Fr-g-b	..	..	..	..	..
ODW	Sept. 21	Cruise	Mooncay Am-g-b	..	..	..	..	..
P&OB	Apr. 14	..	Samara Am-g-b	..	..	..	..	..
6 P	Aug. 24	Cruise	Woodcock Br-g-b	..	..	..	..	..

CANADIAN PACIFIC OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

It is not too early

to plan that Christmas Trip Home. At present rates of exchange the round trip fares in Mexican from Shanghai to the destinations shown below are approximately:

Vancouver .. \$546.12	St. Louis \$689.57
Seattle 557.21	Toronto 724.62
Portland 574.13	Buffalo 729.47
San Francisco. 629.33	Montreal 750.23
St. Paul 670.94	Boston 753.05
Chicago 697.30	New York ... 750.23

Fares to other destinations quoted on application.

We have a big "Empress" leaving the latter part of November which will get you home two weeks before Christmas. Returning, you can leave Vancouver about the middle of January, arriving in Shanghai early in February.

For further information regarding passenger fares, sailings, etc. apply to

G. M. JACKSON

General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building, Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to

L. E. N. RYAN, Agent,

Corner Peking and Yuen Ming Yuen Roads, Tel. Central 181.

T. K. K. TOYO KISEN KAISHA (ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai

via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FOR HONGKONG DIRECT

PROPOSED SAILINGS FOR SAN FRANCISCO.

SHINYO MARU 22,000 tons, from Shanghai, Nov. 26 1917

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Agent,

North China Insurance Co.'s Building, (Entrance, 71 Szechuen Road.) Phone No. 3229.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)

WILL SAIL FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU

NOV. 19, JAN. 29, APR. 13,

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE REDUCED RATES TO

Business and Official Notices

Shanghai Race Club NOTICE

Members are reminded that the First Series of Selling Lotteries will be held at the GRAND STAND, TODAY, COMMENCING AT 5.30 p.m. SHARP.

Lotteries will be held on the following Races:—

The Subscription Griffiths' Stakes
The Maiden Stakes
The Shanghai St. Leger
The Champion Sweepstakes.

FOR MEMBERS ONLY.
By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

NOTICE

From 1st November, 1917, the name of Mactavish & Lehmann, Ltd., has been changed to MAC-TAVISH & COMPANY, LTD.
J. C. CARTER,
Chairman.

15707

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of
William Howard,
Deceased.
Cause No. 614
Special Proceeding
No. 230
(Testamentary)
NOTICE TO CREDITORS

Pursuant to an order of said court notice is hereby given to all persons having claims against the estate of William Howard, deceased, to present the same with vouchers, on or before the 27th day of April, 1918, and all persons owing debts to said deceased are hereby notified to make payment of same in due course to said Executor.

FREDERICK FERGUSON,
Executor,
c/o American Consulate General,
Shanghai, China.
Dated October 27th, 1917.

15636

The Cathay Trust, Limited (in liquidation)

HOLDERS OF ORDINARY shares are hereby notified that a second dividend, of Taels 2.00 per share, has been declared and will be payable at the offices of the Liquidators, No. 10 Canton Road, Shanghai, on and after the 1st November, 1917, against production of the Liquidators' Certificates for endorsement.

F. N. MATTHEWS,
J. C. DYER,
Liquidators.
15699

The Far Eastern Insurance Co., Limited

The above Company having been duly incorporated under the Hong-kong Companies Ordinances 1911-1915, and also having been duly authorised to commence business, is now prepared to issue its policies against all classes of Fire, Marine, War and Flood Risks at current rates of premium.

Messrs. Edward Ezra & Co.
and
Messrs. F. C. Heffer & Co.
have been appointed Fire Agents and Sub-Agents respectively and are authorised to issue policies against Fire Risks on and after this date at current rates of premium.

By order of the
Board of Directors.
W. S. JACKSON,
General Manager.
Shanghai, 1st November, 1917.
Temporary Head Office,
No. 1 The Bund, Shanghai.

Shanghai, 1st November, 1917.
Temporary Head Office,
No. 1 The Bund, Shanghai.

**The Shanghai
Chemical
Laboratory**
No. 4 Canton Road

The Shanghai Transportation Company, Limited

Notice is hereby given that the above Company has this day acquired all the fleet of the Kochien Transportation and Tow Boat Company and intends operating same in Shanghai.

The temporary office of the Company is on the second floor of Mitsui Bishi Company's Building, Canton and Szechuen Road Corner. Telephone No. 1960.

The Shanghai Transportation Company, Ltd.
T. TAKAYANAGI,
Managing Director.
Shanghai, November 1st, 1917.
15705

OVERSEAS CLUB TO MMIES' XMAS FUND.

Christmas is coming and for the third time Shanghai is asked to "REMEMBER THE BOYS." Subscriptions will be very gratefully received by the Honorary Treasurer of the Fund, Mr. Cecil Holliday, 40 Kiangse Road.

By Order of the Committee
CAMPBELL HENDERSON
Hon. Secretary.
15563

OPEN LAWN TENNIS TOURNAMENT

to be held at the
CERCLÉ SPORTIF FRANÇAIS
On November 10, 11, 12, 13, 14, 17
and 18, at 2 p.m.

Hardcourt Championships:
Gentlemen's Singles
Ladies' Singles
Gentlemen's Doubles
Ladies' Doubles
Mixed Doubles
4 Grasscourt Handicap Events as
1 to 4 above
American Tournament
Entries close at Noon TODAY.
Entry forms may be obtained from:
L. A. CHILL, Hon. Sec. & Treas.
c/o Probst, Hanbury & Co., Ltd.,
10 Nanking Road.
15654

The Penang Harbour Board

Applications are invited for the position of General Manager of the Penang Harbour Board.

Applicants should have a thorough knowledge of all Shipping Matters, including the loading and unloading of Cargo and Coal, and warehousing.

Applications, stating salary required, should be addressed to the Local Chairman, Penang Harbour Board, Penang.
15675

Saey Tai (Tailor) Great Clearance Sale

for Two Weeks only
Commencing on Thursday, Nov. 1st, the whole of Our Stock of this Season's Suitings, Overcoatings and Sundries.

Cash
LESS 30% for ALL GOODS
SAEY TAI, 350/1 Nanking Road.
Telephone No. 3358.
15672

**RING
UP 3809**
for a comfortable 5-passenger car
PER HOUR \$4.00 PER HOUR
CENTRAL GARAGE CO.,
2a Jinkee Road.

Have you tried our

"UPPER CRUST"

Rye Whiskey?

— THE WHISKEY —
— OF QUALITY —

Phone 2021
GARNER, QUELCH & CO.
WINE MERCHANTS
73 Szechuen Road

Schaefer Beer

Light and Dark

The choicest product of the oldest lager beer brewery in the United States.

Try it once and you will buy it always!

C. EDDIE & CO.
1132-33 Broadway
Tel. North 639
15492.

High-class Provisions

Constant arrivals of the best American and English Provisions, Wines and Spirits.

FRESH SAMMI
\$1.50 per lb.

FRESH HERRINGS
25 cents each

Motor Delivery Service

C. EDDIE & CO.
1132-3 Broadway, Shanghai
Tel. North 639.

Prof. I. K. Seto EXPERT MASSEUR

(15 years practice in America.)
Electric and Steam Vapor and
TURKISH BATHS for ladies and gentlemen. Hours from 10 a.m. to 12 p.m. 26 North Szechuen Road, opposite Quinsan Road, Shanghai.
15338

The Far Eastern Insurance Co., Limited

Having this day been appointed Agents for the Fire Insurance Branch of the above Company, we are prepared to issue policies at current rates.

F. C. HEFFER & CO.,
24 Kiangse Road.
Shanghai, 1st November, 1917.
15696

D. Negris Co.

General Tobacconists
228a Szechuen Road
(at Junction of Jinkee Road)

E. N. Paizis & Co.

EGYPTIAN CIGARETTES

SMOKE
"Allies" and "Good Morning,"
and many other qualities

You will like them
Samples Free
15080

ZUNG LEE & SONS, (W. Z. Lee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

SATISFIED CUSTOMERS

ARE
NEVER SATISFIED
THEY ALWAYS RETURN TO
GRIFFITHS' STORES
FOR MORE OF CLUFF'S
DELICIOUS
"BLUE RIBBON"
TINNED FRUITS
TELEPHONE WEST 641 FOR A TRIAL ORDER

not over \$40



PROTECTOGRAPHES
Writing up to \$1,000 at \$20, up to \$2,000 at \$40

Tel. 4778
THE OFFICE APPLIANCE CO.
4 Canton Road, Shanghai

We Quit !!!

THE WHOLE STOCK
TO BE CLEARED, BELOW COST
I. CANTOROVITCH
103 Broadway

THE BURLINGTON HOTEL

Notice is hereby given that the above hotel continues to carry on business as usual under the management of Mr. J. A. W. Loureiro. Dated the 26th day of October, 1917.

LIU MEN-TSOR,
Proprietor.
15652

DR. JAMES YUKING (Urology only) has removed to F.129 Bubbling Well Road, opposite Race Course.
Hours 10-12; 2-4 Daily.
Phone 4718.
Advice Confidential.
15557

STEAMERS

For Sale or Charter. Only genuine applications will be entertained and references required.

Apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

Steamers for Charter

Far Eastern Trade routes only. References required from applicants.
Apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

Freight Space

Offered from Japan to Seattle, Vancouver, San Francisco, New York and any Overland Common Points.

Apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

Properties For Sale

Chinese dwelling houses near North Szechuen Road Extension, and on east of Seward Road.
A foreign-built dwelling house near North Szechuen Road Extension.

Land For Sale

2 Mows near North Szechuen Road Extension.
4 Mows on Route de Say-Zoong.
For particulars apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

ADMINISTRATOR'S NOTICE

Having been appointed Administrator for the estate of Miss Mattie Founds, deceased, I ask that all claims against the estate be presented to me for settlement. Please address me at Nantunghow, Ku.
FRANK GARRETT.
15693

Miss Helen Lee Richardson's Memorial Service

There will be a Memorial Service for Miss Helen Lee Richardson, former Principal of McTyeire School, at Moore Memorial Church, 21 Hankow Road, Sunday, Nov. 4, at 3 p.m. Should any friends or students of Miss Richardson wish to make a gift in her honor, it is the desire of the Committee that such gift be in money to be used in the erection of a building in her memory. Such gifts may be made to Miss Tzu Zung-tsu, treasurer of the Alumnae Association, or to Miss Waters, Principal of McTyeire School. All friends of Miss Richardson are cordially invited to be present.
15674

The Far Eastern Insurance Co., Limited

Having this day been appointed Agents for the Fire Insurance Branch of the above Company, we are prepared to issue policies at current rates.

EDWARD EZRA & CO.,
7 Jinkee Road.
Shanghai, 1st November, 1917.

The Gula-Kalumpung Rubber Estates, Limited

Notice is hereby given that the local transfer books will be closed from the 31st October to the 12th November, both dates inclusive.

By order of the Local Board,
ILBERT & CO., LTD.,
Local Secretaries.
15564

Amusement Advertising
will be found on
Page 8

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must
be Prepaid

Replies must be
called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens
Comfortable rooms Front and back, with bathrooms and verandah, to let. Nice plot to let, suitable for family or two bachelors. Good table.
15664 N.3.

Nos. 8 & 11 Quinsan Gardens

Phone 1946
In No. 11, facing park, a large bedroom with closed verandah and sitting room combined. Bathroom attached. Suitable for small family
15667 N.4.

Oriental House

31 Boone Road
Large room with bath attached, also a large attic, hot water, facing garden, moderate prices. Table under the personal supervision of the American proprietress.
15668

ENGLISH HOME To let at 6

Quinsan Gardens; sitting room, bedroom, verandah, bathroom. Excellent table: Rates moderate. Also single rooms.
15644 N.3.

SITUATION VACANT

COMPRADORE WANTED by an export firm (Allied). Apply to Box 317, THE CHINA PRESS.
15706 N.4.

HOUSES TO LET

53 BROADWAY TERRACE, 4-roomed house, southern aspect. Taels 26. Apply to 10 Yangtszepoo Road.
15670 N.4.

Exchange and Mart

FOR : Two good saddles, bridles, blankets, etc., and stable gear, all in excellent condition.

Owner giving up riding. Apply to Box 316, THE CHINA PRESS.
15704 N.4.

FOR SALE: Desirable property

on Avenue Joffre, consisting of Mow 2.115, of land and 2 semi-detached residences thereon. In good repair and recently renovated. Annual return Tls. 1,680. Price Tls. 19,000. British Title Deed. Splendid opportunity for realty investment. Apply to Box 280, THE CHINA PRESS.
15694

Do you want to

MAKE A PRESENT?

During this week we offer special reductions on

Silks and Pongees

The Cathay Lace Co.

19 Nanking Road, Shanghai
Phone 2064

SITUATIONS WANTED

OFFICE boy, well-recommended, can typewrite from copy well, seeks employment, wages \$15.00 per month. Apply to Box 300, THE CHINA PRESS.
15664 N.1.

POSITION WANTED by mechanical engineer. A.I. references. Apply to Box 311, THE CHINA PRESS.
15667 N.4.

WANTED, by experienced typist, private work; strictly confidential. Apply to Box 314, THE CHINA PRESS.
15702 N.4.

YOUNG CHINESE civil engineer wants practical work in large firm. Apply to Box 315, THE CHINA PRESS.
15703 N.7.

YOUNG MAN, with fair knowledge of bookkeeping and general office work, desires position and moderate salary. Please apply to Box 304, THE CHINA PRESS.
15669 N.3.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.O., 159 Haining Road, opposite West End Lane.

ANNOUNCEMENT

"V" MODES

NO. 20 NANKING ROAD,

Flat No. 4.

Ladies' blouses and lingerie.

Children's clothing a speciality.

"V" MODES

No. 20, Nanking Road.

15520

THERE are those whose will-power is very good when they have decided what they will do. But they find it difficult to arrive at a decision. They balance the pros and cons to weariness, and cannot settle the matter in hand. The truth is, their minds are confused, and it is but vaguely that they think at all. If this is your habit—that of indecision—you must summon your entire strength to its destruction. The difficulty is more or less constitutional; nevertheless it may be overcome.

WIDLER & CO.,

Chungking, West China

Born 1915—Still Existing.